THE AMERICAN GUIDE BOOK TO FRANCE AND ITS BATTLEFIELDS

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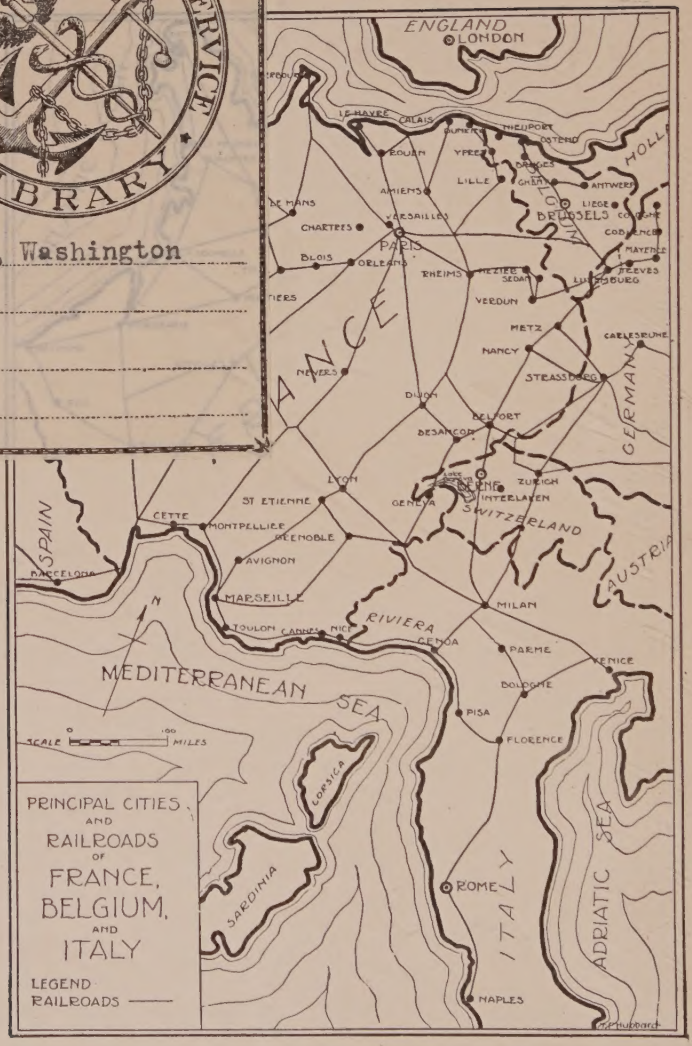

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AMERICAN GUIDE BOOK TO FRANCE AND ITS BATTLEFIELDS

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AMERICAN GUIDE BOOK TO FRANCE AND ITS BATTLEFIELDS

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U. S. VETERANS' HOSPITAL No. 59,
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FOREWORD

Any work which helps to maintain and solidify friendship among the Allies of the Great War, is of particular value at this time. We are passing through a period of reaction and readjustment with many tendencies to drift apart. Our immediate common aim accomplished, our enemies actively anxious to see us separated, we can well hold steadfastly to the memory of the bitter struggles on the battlefields of France where all finally stood shoulder to shoulder and went forward to the victory.

To the men who fought in these battles, and to their families and friends this guide book will have a special appeal. The names of its authors guarantee not only its practical value as a traveler's guide, but its dependability in matters of civil and military history.

To our Allies, this book will do a service, for it will help American and European to bridge the many differences of custom, language and living routine, which, after all, very largely were to blame for the only misunderstandings that arose between the Allied brothers in arms.

For the great nations on both sides of the Atlantic this book will serve a high purpose, and it is hoped that through its influence, the peoples of these nations will be drawn closer together even after this generation, united by battle comradeship, has passed.

LEONARD WOOD.

Chicago, Ill.,
May 4, 1920.

PREFACE

France has changed. The things that attracted and charmed the visitor in days gone by, are for the most part still there, but their prestige has waned. It is to the "far-flung battle line," where Americans had the honor of fighting alongside French and British, that the eyes of Americans are now turned. It is therefore meet and proper that there should be an "American Guide Book to France and its Battlefields," written by Americans for Americans.

The countries of Belgium, England and Italy still offer the same natural and artistic beauties as of old; and as our Allies in a mighty struggle they now beckon us with an added cordiality, perhaps even with still greater need. But we should act with care, for they are struggling in deep seriousness with grave problems of reconstruction. The soil of France, however, now cherishes the mortal—yea, immortal—remains of thousands of American dead, and to that land our sentiments particularly turn.

The changed conditions that now call Americans to Europe have been emphasized, but due space and weight have also been given to the things which before the war absorbed the visitors' attention. This guide book has been written and arranged therefore on a plan quite at variance with that of a certain type of book in use some years ago. This book does not attempt to take tourists by the hand and lead them step by step, meanwhile giving them vicarious and often useless information. It purposely has not adopted that method for several reasons; first, because for a good many years the majority of tourists will find it advisable to go in conducted parties; second, because the rehabilitation of the war devastated regions will go on apace and changes will appear from week to week; and third, because we believe Americans prefer broad and comprehensive descriptions of real value to statements with too much detail.

The four general parts into which this book is divided are:

I. Practical Suggestions and Information.
II. History and Tourist Travelogue.
III. Division Histories compiled especially for Tourists.
This part tells what each of our Divisions did during the War.
IV. Statistical and informative index.
Pertinent facts and figures needed by the American Traveler.

Part *one* deals with the mechanics of travel. It answers more questions about passports, clothes, baggage, money, foreign customs, laws, etc., than you would probably ask. The information has been checked and approved by Government officials here and abroad and by American Tourist Agencies and leading bankers.

Part *two* will give you a brief history of Paris which lays emphasis on the most important and best things to be seen; also a short historical narrative of the World War that treats it in its broad outline, enlarging to some extent, the period during which the Americans were engaged. No one should visit the battlefields without having brushed up a little on the war, in order to get both background and perspective for what he will see.

Succeeding chapters in this second part of the book take you first to the various battlefronts, giving both brief historical résumés and carefully arranged descriptions of Château-Thierry, and Rheims, the British Front and Belgium, Verdun, St. Mihiel and the Argonne-Meuse. Then follow trips to Coblence, Switzerland, Provence, the Riviera and Italy, to the Château country of France and to England and London.

Part *three* contains an account of the operations of each American Division in France. The "Remarks" record incidents which are both lively and enlightening, and the citations of the winners of the Medal of Honor will give every American a thrill. These division histories enable tourists to trace the service of any division in which they had relatives or friends, as well as make it possible for them to interpret the battle fields, or plan side trips to the scene of the fighting of this or that division.

In the section on Division Histories it will be noted that in some cases, especially during the last phase of the Argonne-Meuse Battle, a division has been given credit for capturing a town not in its sector. That is because the destruction of bridges sometimes compelled a division temporarily to leave its assigned sector during the very rapid pursuit of the enemy, and sometimes because in the early stages of fighting a division found it necessary to capture a town outside its sector before it could advance. Not all the towns captured in every push by each division have been recorded. But a sufficient number has been given to show the ground over which each division fought and advanced.

Part *four* gives data, figures and statistics that every one will want to have for consultation or use. Among these are—a summary of important events in the history of France, a chronological list of events in the World War, a military résumé of operations at Verdun, statements regarding the Government of France, its populations, etc., regarding postal rates, customs regulations, and a form showing how an application for a passport should be made out.

We are under especial obligations to—

Major General Leonard Wood, U. S. Army
Major General M. L. Hersey
Major General C. H. Muir
Major General C. S. Farnsworth
Major General J. F. O'Ryan
Major General W. P. Smith
Admiral Albert Ross, U. S. Navy
Colonel Edward Martin
Colonel J. G. Taylor
Lt. Col. R. H. Fletcher
Colonel Hamilton R. Horsey
Colonel W. H. Gordon
Lt. Colonel R. P. Lemly
Colonel J. C. H. Lee
Lt. Colonel W. R. Wheeler
Miss Edith O. Granger
Captain and Madame A. D. DuPont, French Army
Lieut. Hay, French Army
Michelin & Co., Paris, France, for assistance in securing data for this book.

We also express our appreciation to the following students at the Johns Hopkins University, who drew most of the maps:

Richard T. Cox, 1920.
Thomas F. Hubbard, 1921.
LeRoy Y. Haile, 1922.
Ernest H. Salter, 1923.

The authors appeal to their friends and to the public to propose any constructive suggestions that will make this a more useful and better guide book for American tourists. Such suggestions should be addressed in care of the publishers.

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AMERICAN GUIDE BOOK TO FRANCE AND ITS BATTLEFIELDS

PART I

CHAPTER I

THINGS TO CONSIDER AND DO BEFORE YOU SAIL

SEASON OF THE YEAR TO VISIT EUROPE

WINTER is the least desirable season. Spring and Fall are the most desirable, the former, perhaps, deserving the preference as having fewer rainy days especially within the vicinity of Paris. The long days of summer are well adapted for sight-seeing, but the heat is often excessive and the absence, after June, of a large proportion of the residents deprives the city of one of its most attractive features.

CLIMATE

Generally speaking the climate of France is intermediate between the mildness of California and the harsh extremes of the New England States. New York is on the latitude of Madrid, while Paris is farther north than Quebec. The climate of West France especially is very much tempered by the Gulf stream, just as the climate of our state of California is tempered by the Japan current. Parts of France near the Mediterranean are as warm as Italy or Spain; the Vosges, however, has snow nine months in the year.

As a rule the temperature is moderate. The winter average is 48.8 F. (6°C.) and the summer average is 72.4 F. (18°C.). The climate about Paris roughly corresponds to the climate about Philadelphia. During the winter, one feels the cold in France more than in America because of the dampness.

CLOTHES YOU SHOULD WEAR

Most people will give plenty of thought to the proper clothing to be worn on the golf links, on a hunting trip, or on a long tramp or camping party, but many fail to give proper thought to the appropriate kind of clothing to be taken on a trip to the battlefields of France, and to other parts of Europe.

If you propose to engage in social activities, you will, of course, take suitable clothes for such occasions. But it must be borne in mind that a great deal of the time will be spent on trains, in automobiles and in actually hiking around muddy fields and over hills full of charred stumps, barbed wire and weeds. Fancy clothes are very much out of place under these conditions. In the early spring and during the fall there is a great deal of cold rain in Europe. For these reasons rubbers and warmly lined raincoats should be taken. Many ladies prefer waterproof boots to rubbers. In crossing the Atlantic, ladies need heavy wraps even in warm weather.

Most experienced travelers take steamer rugs. We advise ladies especially to do likewise. These may, however, be rented on board ship. On all first class steamers due care is given to their cleanliness and sanitary conditions. This is proposed as a measure to keep down baggage. Other experienced travelers prefer to fill a small trunk with warm clothing, extra heavy coats, shoes, rubbers, steamer rugs, umbrella, and articles of this nature. This may be left at some convenient city upon landing.

American shoes are practically not to be had abroad. At the very few scattered places where they may be purchased, they are usually out of your size and the style you want. They are in a chronic condition of "expecting a boatload from the U. S." Their prices are ridiculous. We advise you by all means to take all the shoes you will need until you return to the U. S.

Those who have not visited Europe need to bear in mind that houses are not heated to the same extent there as here. Therefore in cold weather the tourist must first of all wear warm clothes. We advise you to:

Wear warm clothes.
Wear strong clothes.
Wear about all the clothes you take (i.e., travel light).
Take good strong shoes, with broad toes for hiking.
Take a warm overcoat.

EXPENSE

The expense of a trip to Europe will depend not only upon the time to be spent there, the rate of exchange, and the number of places to be visited, but upon the tastes and habits of the traveler as well. If one goes to the best hotels (usually but not necessarily the most expensive), rides around the parks in cars, visits the opera, etc., one must be prepared to pay, in these days of high prices, exceedingly high for those things. Those, however, who, instead of seeking amusement only, are going to visit France to learn something about it and to see our battlefields, where our Allies and our own troops fought a good fight, may

do so at fairly reasonable rates, if they will make local inquiries and will follow the general directions in this book.

While it is not possible at this time to give anything more than general figures, we may say that one can make a trip of about two months to Europe, traveling first class, stopping at first class hotels and paying all necessary expenses, on a minimum of twelve hundred dollars. Shorter trips covering a shorter period may be made, under the same conditions, at a minimum of eight hundred dollars. Also one naturally gets a considerable reduction in rates by going to second class hotels and traveling on second class steamers. Depending wholly upon one's choice of accommodations and side trips, etc., this amount will be increased.

The reliable agents to whom we refer you, will give you detailed information of various kinds of trips with the cost of each.

BAGGAGE—TRAVEL LIGHT

It will be difficult for you to travel too light. We cannot fully concur with the young lady who after being repeatedly urged by her friends to travel light on a two years' trip around the world, finally started with a tooth brush as her baggage in her husband's vest pocket. But we claim that she had the right idea.

The maximum amount of baggage should not exceed one trunk, a large suit case and a traveling bag. Ladies will find it convenient to supplement their small handbags with a roll carried by a hand strap which will hold a rug, a coat, an umbrella, etc. Those who have particular reasons to take a trunk should send it to the pier the day previous to the sailing date. If this is not practicable send it early in the morning on the sailing date. Experienced travelers see to it personally that their baggage is placed on board. Stateroom trunks must be of limited dimensions in order that they may be placed under the berth or sofa (about twelve inches high). Tags and labels for baggage will be supplied by the steamship or touring agency. Every piece of baggage should have a tag, clearly marked, showing the owner's name and home address. In addition the owner's name and address should be printed in large clear letters on the end and top of every piece of baggage.

Don't think of taking a trunk to Europe unless you are going to stay for quite a time and expect to engage in many social activities. In case, however, you do take a trunk make it a steamer trunk and have it put in your stateroom. A suit case is the thing, and the smaller the better. If one suit case will not hold all you want to carry, take several instead of a trunk.

Sit on your baggage. Tie it to you. Keep it where you know it is. The whole idea about baggage is this: Make it *light* and keep it in sight.

In the compartments of the European passenger cars, racks

are provided above the seats for hand baggage. And that is where the entire baggage of the experienced traveler is usually found, except when he leaves his seat, when he will place some parcel in it to indicate to other passengers that that seat is reserved.

The railroad rates for trunks in France are high, but to most Americans the following considerations are equally important: There are not railroad and bus facilities for the prompt delivery of trunks as we find them in America. One is frequently subjected to most annoying delays at railroad stations before trunks can be found and delivered. The taxi-cabs are accustomed to accepting hand baggage of all shapes and descriptions but the drivers, as a rule, will not accept trunks. Porters in the hotels think nothing of being loaded down with anything that has a hand grip, but shy away from trunks.

LETTERS OF INTRODUCTION

If you have any friends who have European acquaintances whom they would like you to meet, and offer you letters of introduction to them, by all means accept the courtesy. One most often derives no end of pleasure and profit from such letters of introduction. It is especially graceful when you may bear some personal messages and perhaps a small remembrance from your American friend to the European friends in question.

RATE OF EXCHANGE

The rate of exchange is so much in favor of the dollar, or in other words so much against the foreign currency, that it is to the advantage of Americans in a financial sense to make the trip while this condition continues.

The cost of commodities however has in many instances kept pace with (in some instances exceeded) the depreciation in foreign money, so the traveler should be prepared for the High Cost of Living all over Europe.

GENERAL PRINCIPLES ABOUT FINANCING YOURSELF WHILE ABROAD

We advise you not to carry with you, while traveling, United States money. This is neither safe nor convenient. It will not be acceptable in foreign countries, and you will not be able to get your personal check cashed where you are unknown. You need a safe, convenient, and economical method of carrying your money.

In case you go with a Touring Agency you will need a relatively small amount of money since your necessary expenses are covered by the Agency. You pay the cost of the tour before you

leave this country. In this case we recommend that you take a few hundred dollars in travelers' cheques.

In case you go independently (by that we mean not with a Touring Agency) and do much traveling with first class accommodations we advise you to take funds to the extent of $20.00 a day. This will probably prove to be more than actually necessary, but it is not safe to limit yourself at the present time to a smaller amount. In the event that you are sailing to France direct, it is also advisable for you to take about $100 in French Franc notes to meet incidental expenses en route and upon landing in France.

For large sums of money we advise Letters of Credit. For small sums we advise Travelers' Cheques.

It will be difficult for one who has not visited Europe to understand why we are going into such details in this matter. After you return, if you be in that class, you will understand why. Many a traveler has spent many a weary hour, and gone to much unnecessary expense because he was negligent or untutored in this subject.

DOLLAR LETTER OF CREDIT

It has been estimated that American tourists spent annually $200,000,000 in Europe during the normal times, prior to the World War. Of this amount about $125,000,000 was disposed of through the medium of Sterling Letters of Credit.

Since the war the American Dollar is practically the only currency which has not shrunk in value and for that reason travelers will find it more advantageous to carry Dollar Letters of Credit instead of Sterling, Francs or other Credits.

JUST WHAT A DOLLAR LETTER OF CREDIT IS

A Dollar Letter of Credit is the most convenient method of safely carrying a large sum of funds. It is a formal document that introduces you to certain designated banks throughout the world, by which you are authorized to draw your money in such amounts as you desire.

By this means you are not only introduced to the foremost bankers of the World, but you will receive more than ordinary attention. Usually you are ushered into a private room where you transact your business instead of, in the General Offices of the bank, where you frequently have to stand in line.

You may open current accounts with any of the foreign offices, and this affords you the use of a checkbook in any of these countries. By this means you will find bankers accustomed to American methods, who will be able to advise you in case of need.

THE USE OF SECURITIES

Instead of depositing actual money with your banker, you may turn over to him securities to cover the amount of the Letter of Credit. After you have gone abroad and begin to issue drafts against your Letter of Credit, interest is charged on your account as your drafts are presented at home to your bank. You pay the total you have expended when you return home and receive your securities back. The economy of this method, especially for a large sum, is worth while. Expressed in other words, by using this method, you do not lose the interest on all your money necessary during the tour, for the entire time of the trip, as you will do in other cases, but you lose the interest only as you spend the money, just as you would at home.

COST OF LETTERS OF CREDIT

Usually one per cent (1%) of the value of the credit.

NO COMMISSION CHARGED FOR CASHING DRAFTS

You may cash drafts in Paris, London or any part of the world, receiving the equivalent of the American Dollar, in the currency of the country where you draw the funds without any deduction.

HOW YOU CAN USE A LETTER OF CREDIT

When you desire to draw money you select from the list of correspondents that your banker will give you the bank in Europe that is most convenient; present your Letter of Credit, sign a draft, usually prepared by the bank, for the amount you desire, and receive the equivalent of your money in the currency of whatever country you are in.

ISSUED IN FAVOR OF MORE THAN ONE PERSON

Dollar Letters of Credit are issued, if desired, in favor of two or more persons, in such a way that any of the beneficiaries may draw the funds. For instance if a husband and wife are traveling together and the husband is taken ill, possible embarrassment is saved by permitting the wife to draw funds.

LOSS OR THEFT

Your banker will give you, with your Letter of Credit, a separate Letter of Identification on which you will have your signature authenticated by your banker. For you to obtain funds you must present the two together. We advise you to carry these separately in order to prevent the loss of the two at the same time. In case your Letter of Credit is lost or stolen

the person attempting to use them would be obliged to forge your signature which is very unlikely to be successful.

Should you lose your Letter of Credit telegraph at once to the head office of your bank. Also notify the local banks of the city or town where you are staying. After you have given the necessary bond, a new Letter of Credit will be issued you.

WHERE TO HAVE YOUR MAIL SENT

Those who have Letters of Credit may have their mail directed, in care of any of the banks on the list furnished you by your banker. Your mail will be forwarded promptly according to the instructions you give.

In case you carry neither Letter of Credit nor Travelers' Cheques (to be discussed later) have your mail sent in care of your Touring Agency.

WRITING ROOMS WITH AMERICAN NEWSPAPERS AND MAGAZINES

Your Letter of Credit entitles you to the use of the Writing Rooms found in many of the large American and other banks abroad. The latest leading newspapers and magazines are kept on file for your convenience and pleasure.

CHARACTER OF BANKS THAT WE RECOMMEND FOR LETTER OF CREDIT

In New York—J. P. Morgan & Co.
In New York—Guaranty Trust Company, of New York.
In New York—The Equitable Trust Company, of New York.
In Philadelphia—Drexel and Company.
In Boston—Kidder, Peabody & Co.
In Baltimore—Alexander Brown and Sons.

Each of the above institutions has foreign departments and connections that are most satisfactory. There are many other reliable banks in the country that will prove in many ways to be as satisfactory as any of the above.

You must be known or properly introduced to any bank that issues you a Letter of Credit. Your local bank will provide you with a suitable letter of introduction to any large bank issuing Letters of Credit or it may go a step farther and secure the actual Letter of Credit for you.

Touring agencies supply Letters of Credit.

TRAVELERS' CHEQUES

A Traveler's Cheque is not a substitute for a Letter of Credit. For large amounts, $1000 or more, we recommend a Letter of

Credit. For any amount under that sum we recommend Travelers' Cheques. The Letter of Credit may be converted into Travelers' Cheques if the necessity arises with but little or no expense.

TRAVELERS' CHEQUES OFFER THE FOLLOWING ADVANTAGES

Their cost is small, fifty cents (50c) for each $100. They are issued in convenient denominations of $10–$20–$50–$100–$200.

They are easily cashed. When you buy Travelers' Cheques you sign your usual signature on one part of each cheque. When you spend or cash them you sign your name again, this time on another part of the cheque, in the presence of the person who accepts or cashes it. The agreement of the two signatures identifies you. This simple method of identification makes the Cheques of special value to women travelers.

They are accepted at all hotels, principal ticket offices, restaurants, and the first class stores at full value in payment of bills and accommodations.

They are safe. When lost your money is refunded upon execution of certain protective forms. They are printed on special paper, about the size of a dollar bill, and are furnished in a neat durable wallet that may be carried conveniently.

Each member of a family can be given a book of Cheques bearing his or her signature which can be carried about, either as a safeguard against emergencies or for convenient spending purposes.

They are obtainable at banks, express offices, tourist agencies and steamship agencies practically everywhere.

In case you run out of funds your bank or relatives can order more Cheques delivered to you, by cable or mail instructions, at any address.

You may have your mail sent to any of the branches of the bank or company that issues the Travelers' Cheques, to be forwarded or held for you. You may use their writing rooms, read the home papers, have your baggage forwarded in their care or have it stored for you at a reasonable charge, and in general make their offices your headquarters.

Travelers Cheques are issued by the American Express Company, Bankers Trust Company and Guaranty Trust Company, all of New York. The Cheques are on sale at banks and express offices throughout the country. The American Express Company, which originated the Travelers Cheque system about thirty years ago, also issues Dollar Letters of Credit available throughout the world.

BOOKS TO READ

In traveling a good book is the best of all friends. And as there is no place but in books to get a true setting and historical

background to illuminate the things you are going to see while abroad, we advise every one going to France to read a few books beforehand in general preparation for the trip, and others on the very spot where the story centers.

A translation of Julius Cæsar's *Gallic War* read with a map showing the modern and ancient names of the places and peoples of France will be found a very different book from the one often remembered as a task in High School Latin. No one will put down Froissart's *Chronicles* of the feudal period in France with its thrilling stories of chivalry, love, war, and politics, until it is finished. George Sand's novel *Jeanne,* or Mark Twain's *Joan of Arc* will give you many a heart throb; while Dumas' *Three Guardsmen, Twenty Years After,* and the *Count of Monte Cristo,* will make old times and places live again. Arthur Young's books will give a good picture of France before their great Revolution of 1789, and many things there described will be recognized still at the present day. For the inside story of the Second French Empire one should read Victor Hugo's *History of a Crime.* Before going to Paris or while there, no one should fail to read or reread Hugo's *Les Miserables,* and *Notre Dame of Paris,* Zola's *Paris,* or Eugene Sue's *Mysteries of Paris* and Dickens' *Tale of Two Cities.*

DIARY

By all means take a convenient pocket note book with you, make daily entries of the important places and things you see, and state briefly your impressions of them. This will be a source of unmeasurable pleasure and information to you in years to come. Equally if not more important, the keeping of such a diary indirectly makes you observe more carefully. As a plain matter of fact you will go more deeply into the whys and wherefores of the things you see with a diary than without one, in order that you may put something in it worth while. Those who do not take them regret it all their lives, provided their trip has meant anything to them.

Let those who will, laugh or become discouraged after a hard day's sight-seeing. Even though you have a headache and are dog tired we advise you to write at least something in your book just before you turn in for the night.

TOURIST AGENCIES

This is an age of experts. Tourist agencies are the experts of travel. We therefore recommend that those visiting Europe for the first time do so with a reliable Tourist Agency. This is more desirable now than ever before because France has changed; things of interest in by-gone days have lost their relative value.

In addition tourists will for many years overcrowd France and thus make conditions abnormal.

Tourist agencies are organized and prepared to materially assist you to get the most out of a trip abroad. You pay them for it, but it is economy in the long run to go with them. They know your difficulties and are prepared to smooth the way for you. They act as your business representative taking from your shoulders the necessary arrangements that are incident to all travel, thus leaving you care free to devote your mind and energies to the more important questions of seeing the important sights and battlefields, of learning what it all means, and to the pleasure which in the last analysis constitutes the object of a trip abroad. The tourist who at present goes it alone spends a goodly portion of time making mistakes and doing things he would not do were he with a Tourist Agency or making his third or fourth trip. We advise you not to commit that blunder.

There are many well organized, reliable and experienced Touring Agencies, both large and small, in America and abroad. Just which of these companies will serve your particular needs is for you to decide. Here are a few of the most reliable, arranged alphabetically, that we recommend. There are no doubt many others equally as good[1]:

American Express, Travel Department, 65 Broadway, New York City. Also 118 W. 39th St., New York City. (Branch offices in all large cities in America and Europe).

Raymond and Whitcomb Company, Executive office at Raymond Building, Beacon Street at Park, Boston, Mass. (Branch offices—17 Temple Place, Boston; 225 Fifth Avenue, New York City; 1005 Chestnut Street, Philadelphia, Pa.; 2033 East Ninth Street, Cleveland; 307 Crocker Building, San Francisco; 505 Title Insurance Building, Los Angeles.

Thomas Cook and Son, 245 Broadway, New York City. Also 561 Fifth Ave., New York City. Branch offices: 336 Washington St., Boston; 225 South Broad St., Philadelphia; 117 North Dearborn Street, Chicago; 42 Post St., San Francisco; 515 South Spring St., Los Angeles. Chief Office: Ludgate Circus, London.

We advise you to write to any one, or all, of these companies. Give them a general idea of the nature of the trip that you contemplate, and request them to submit to you anything that they have to offer. If you know some smaller agency which has your confidence, call upon it for what it has to offer. A variety

1 As the book goes to press, word comes from Paris that the National Tourist Office and the Touring Club of France have been recently combined and are now operated from one office. The new company is named Compagnie Française du Tourisme.

of carefully planned tours, giving all necessary details, such as places to be visited, time to be spent at each place, time of entire trip, expenses, etc., are offered gratis to the public by a large number of good companies. Time devoted to a study and comparison of the various tours is time profitably spent.

FRENCH OFFICIAL TOURIST AGENCY

There are so many tourists in France and the subject of tourists is so much a part of the fundamental activities of the people that the Government created a National Tourist Office by law in 1910. This was reorganized in 1917. It is administered by a council appointed by the Minister of Public Works. Its office is at 7, rue de Suresne, Paris (7th arrondissement). It promotes the creation of touring information in France and abroad. This office is at your service.

The Touring Club of France was founded in 1890 and is to-day one of the largest associations of this kind in the world. Its general object is to make France known. It endeavors to develop touring of every kind, on foot, horseback, carriage, bicycle, automobile and by aëroplane.

For all information regarding tours or trips that one may desire from this source address the Touring Club of France, 65 Avenue de la Grande-Armée, Paris.

WHERE YOU SHOULD LAND

This will, of course, be governed by the boat you take, but provided that one of the primary objects of your trip is to see the battlefields in France, we advise you to take a boat that will get you to Paris as soon as possible. This is the hub of the European wheel.

CHAPTER II

SPECIAL CHAPTER ON PASSPORTS

THIS is a chapter for hard study. We give you in the simplest possible way every step that must be taken for a native American to obtain a passport and have it visaed. When the time comes to actually get your passport, follow each step and you will have no difficulty whatsoever. We can offer no solution for the time and trouble involved.

PASSPORT—GENERAL ADVICE

You absolutely must have a *Passport.* There is a lot of *Red Tape* that you must attend to. There is no way to dodge the issue.

In view of the crowding of trans-Atlantic steamships we advise all persons proposing to visit European countries to find out in advance from steamship or touring agents, if they will be able to obtain passage to and from Europe.

If you wish to prevent delays and extra trouble, and of course you do, follow out the red tape as here laid down. And while you are going to all the necessary trouble involved, remember that you are doing so for *your protection,* and for the *good of your Country.* Your passport is your protection while abroad. As the ideals of your Country, its prestige, and its resources are back of your passport, it will be respected abroad. In a broad sense, whatever trouble you may be put to in order to sail from our shore is a trivial matter.

TIME TO SUBMIT APPLICATION

Do not put off submitting your application until the last minute, as so many do, but submit it three or four weeks, or longer if possible, before you sail.

Your application *must* be in the hands of the Department of State or its agent (New York and San Francisco have special agents of the Department of State who are authorized to fully and finally act upon passports submitted to them), *at least five days* before your departure from the United States. That amount of time is required by State Department Regulations. But unless you have personal influence and can get special action from Washington we insist that you take the much greater time that has been proposed.

APPLICATION FOR PASSPORT

You must submit a written application, in the form of an affidavit (see page 316 for an actual form properly filled out), to the Secretary of State, Washington, D. C., or a special agent of the Department of State in New York or San Francisco. You must do this *yourself*. No one can do it for you.

You may obtain the necessary application blanks and printed instructions from any of the following places:

1st. Division of Passport Control, Department of State, Washington, D. C.
2nd. The Clerk of the nearest Federal Court to you.
3rd. Passport Bureau, U. S., Custom House, Bowling Green, Room 445, 4th floor, New York City.
4th. Passport Bureau, San Francisco, California.

We advise you to go in person to any one of the above places to get not only the required application blanks, but in addition to obtain personal information to clear up any doubtful points.

APPLICATION

The application that you submit is in the form of an affidavit. You must make this before a clerk of a Federal Court, or before a special agent of the Department of State designated for this purpose. In case there is neither one of these in your neighborhood there may be a state court;[1] authorized by act of Congress within the jurisdiction of which you live before which you may make your affidavit. Before your application can be made four conditions (these will be discussed later) must be fulfilled: (1) Your application form must be made out (sometimes one may find an obliging clerk to do this). (2) You must have your birth certificate or affidavit. (3) You must have your photographs. (4) You must have your witness.

Go to some such source as your postmaster, or newspaper or a Touring Agency to find the most convenient place for you to make your affidavit.

Information You Must Give

When you submit your application you must give the following information:

(a) Date and place of birth
(b) Occupation
(c) Place of permanent residence
(d) When you will return to the U. S.
(e) Name of foreign countries you expect to visit, and the

1 The regulations prescribe that any Clerk of a Court exercising naturalization jurisdiction shall have jurisdiction to execute applications for passports.

objects of your visits to those countries. (The replies to the last question should be as brief as possible.)

Oath

You must take an oath of allegiance to the United States.

Personal Description

You must give a description of yourself covering the following:

Age .....; Height ..... feet, ... inches;
Forehead .....; Eyes ..... Nose ..... Mouth .....;
Chin .....; Hair ..... Complexion .....;
Face .....; Special identifying marks, if any (scars, birth-marks).

YOU MUST HAVE A WITNESS

When you go to make your application for a passport take with you an American witness of good standing who has known you at least two years. Your witness must swear that you are whom you represent yourself to be and that your statements are true.

No lawyer or other person will be accepted as a witness to a passport application if he has received or expects to receive a fee for his services in connection therewith.

We advise you to take with you as a witness, some old friend of your family such as a clergyman, lawyer, banker or merchant. This witness or the applicant should be known in the office where the application is made. The State Department, however, interprets "knowing a witness" very liberally. It is generally sufficient if the witness can establish his residence for at least two years in the District in which the application is made.

In case you live in the country, or some distance from the Court, where you make your application, and you have difficulty in finding some one known to the Court, we advise you to get in touch with some prominent lawyer who has known you for the required two years, and get him to act as your witness, as the officials of the Court are generally acquainted with all lawyers.

YOUR BIRTH CERTIFICATE

You must submit as evidence of your birth in the United States, a copy of your birth or baptism certificate if procurable. If not, you must submit an affidavit sworn to before a notary by either parent, a brother, or sister, or some other person, preferably an older person. When an affidavit of a relative is not obtainable, you may have some person other than a relative who has known you twenty years or longer make it. The affidavit must mention place of birth as well as date.

YOUR PHOTOGRAPHS

When you submit your application, you must inclose with it two of your photographs. They must be on thin, white paper, unmounted, and not larger in size than three by three inches. Do not send photographs on cardboard or on postcards as they will not be accepted. We advise taking a dozen photographs to France as they are frequently called for by the French authorities.

WIFE, MINOR CHILDREN AND SERVANTS

When you are accompanied by your wife, minor children or maidservant, who is a citizen of the United States, all you have to do regarding them is to state the fact, giving the names in full, the dates and places of their births, and the allegiance of the servant. In this case, one passport will suffice for all. Two photographs, however, of each person must accompany the passport application. For Italy every person over 16 years of age is required to have a separate passport.

ADVICE ABOUT WRITING LEGIBLY

In filling out your application, don't write as some doctors write prescriptions. Some one at the State Department may possibly resent your lack of consideration and hold your application up for a couple of weeks while deciphering it. You may thus miss your boat and a lot of carefully laid plans may, by this seemingly small matter, be upset. Use a typewriter if practicable; if not, write legibly. We especially advise you to write your address plainly so that the State Department may mail the Passport, if granted, to the correct address.

See appendix for a form properly made out for a native American citizen.

COST TWO DOLLARS ($2.00)

The legal fee for a passport is one dollar. The fee for executing an application for it is one dollar. These fees are separate. Total two dollars.

One dollar must accompany your signed application for passport, which then should be mailed to the:

Department of State,
Bureau of Citizenship,
Washington, D. C.

The clerk who receives the application accepts the fee for executing it. As a matter of fact he usually accepts the legal fee for the passport also and sends it on to the State Department with the application.

Drafts and checks are not accepted. Therefore send U. S. currency or postal money order. In case you use the latter, make it payable to Disbursing Clerk, Department of State.

VISA OF PASSPORTS

Visa (the French word is visé) is an indorsement made on a passport by the proper authorities of certain countries (generally the Consul at the port of embarkation), denoting that it has been examined, and that the person who bears it is permitted to proceed on his journey.

You must have your passport visaed before you depart from this country by the diplomatic or consular officers, stationed in the United States, of each country that you are going to visit.

In case you want to go to Great Britain, your request must be made to the British Consulate General, 44 Whitehall Street, New York.

Other foreign consulates are found in all American cities of any importance. Consult some such source as the postmaster or the local city directory for their addresses.

In case you live some distance away from foreign consuls, we advise you to have your passport visaed before sailing at the Port of Embarkation which usually is an important city and consequently the consuls of all important countries are located there. There is a lot of waiting around to be done as a rule, and we therefore advise you to allow yourself plenty of time. A half a day will generally be well used up for the visa to each country. If, therefore you are going to four countries, say England, France, Belgium, and Italy, we advise you to allow yourself two full days to have your passport visaed to those countries.

SIGNATURE ON PASSPORT

As soon as you receive your passport, after it has been approved, you should immediately place your signature on it in the designated space.

WHEN A PASSPORT EXPIRES

Your passport will expire six months from the date that it is issued. If you desire to stay abroad for a period, longer than six months, it will be necessary for you to have your passport renewed every additional period of six months that you may be abroad. This is done, wherever you may be, before the nearest Consul of the United States.

YOUR INCOME TAX—SAILING PERMIT

When you are going to leave this country temporarily you may arrange with the Internal Revenue Collector of your district, for

a guarantee by letter, to be given by a responsible person, firm or corporation, which will cover the eventual payment of the income taxes that you may have incurred prior to your departure from the country.

Unless such a guarantee is given you must obtain from the local collector a receipt for all income taxes due up to your return to this country.

In all cases you must bring to the port of embarkation evidence from your local collector that your income tax obligations have either been made or guaranteed, or that you are exempt. You present this evidence with your passport to the Collector of Internal Revenue, Port of Embarkation, and if satisfactory, you receive a *sailing permit,* which permits you to leave the country.

CUSTOMS INSPECTOR AT THE PIER—PERMIT TO EMBARK

Present your Passport and Sailing Permit to the Customs Inspector at the Pier and secure *Permit to Embark* by having him visa the Passport.

FOR THOSE WHO ARE NOT NATIVE AMERICAN CITIZENS

The information that we have given in the first part of the book regarding passports applies to *Native Citizens* of the United States *only.*

In case you are not a Native Citizen but come under one of the two following classes: 1st, Naturalized Citizen; 2nd, Person claiming citizenship through naturalization of husband or parent; you must submit your application on a different blank form, and in addition you should examine the "Rules Governing the Granting and Issuing of Passports in the United States" for special laws that apply to you.

CHAPTER III

A FEW IMPORTANT POINTS THAT SHOULD BE UNDERSTOOD BEFORE ARRIVAL IN FRANCE

FOREIGN LANGUAGE

The question arises: How can I get along in a foreign country, the language of which I cannot speak?

The answer is not so difficult. Even though you cannot speak their language, they can speak yours. Not every one can do so of course, but a surprisingly large number can. Europe is organized to handle tourists to a degree thoroughly unknown in our country.

If you are learning French and want some practice, we advise you to speak it on all occasions. But good English is much better understood in France than poor French.

One ignorant of the language must frequently submit to petty extortions by taxi drivers, porters, waiters, etc. Without desiring to appear facetious or to wound over sensitive souls, we would say as a general proposition for those entirely ignorant of European languages, that with the tradespeople the American dollar speaks a universal language, or in plainer words, with a certain class of people, the American dollar speaks French.

But in a broader sense a knowledge of the French language is indispensable if one seriously intends to try to sound the depths of French culture. The American seeing France without any knowledge of its language and history must be prepared not to comprehend some of its subtle and delicate refinements.

FRANCE

"Every man has two countries, his own and France." That is an epigrammatic way of saying that France has something that pleases the taste, satisfies the sight, fills the longing, or stirs the responsive sensibilities of every one. Switzerland and Greece are mountainous countries, Argentina is a country of prairie, Russia has great stretches of plains, Germany has great inland waterways, Italy has fine vineyards; France has them all. Her variety is infinite, whether one views her in the light of physical possessions, intellectual attainments, or spiritual potencies.

France is remarkable geologically because of her self-containedness; her natural boundaries except toward Belgium are either sea (the Mediterranean and the Channel), or lofty mountain

ranges (the impassable Pyrenees and the jagged Alps with Mont Blanc the highest peak in Europe), or steep bluffs and gully furrowed forests. Geographically, France furnishes two great highways between the Mediterranean and the Atlantic, the Rhone-Seine and the Garonne routes. Her four great rivers and their tributaries and her many canals, which form nearly half the total mileage, give France an unparalleled system of inland waterways. The very names of the provinces Champagne and Burgundy have the flavor that marks their preëminence as vineyard territory. The entire western half of France is a plain sloping gradually to the sea. Provence is full of the remains of the splendor of Rome, Gascony and Languedoc are full of story and legend, Brittany still preserves the customs and dress of bygone days, brilliant watering places line her coasts, the country south of Paris is full of wonderful old chateaus, and dozens of cities and towns rightfully boast of splendid cathedrals.

History has a true habitation in France. Every great battlefield of the late World War has felt the tramp and shock of armies many times before. Art and literature in all their varied forms have thriven in France and by the galaxy of her great men have shed their light far beyond her confines. In short, France is a country with monuments at which to marvel, with a history worthy of study, and with a spirit of brilliancy, of gayety, and of devoted patriotism which challenges reflection and emulation.

THE GOVERNMENT OF FRANCE

France is divided into eighty-nine (Alsace and Lorraine are divided into three) departments (corresponding in a way to our states), which are subdivided into three hundred and sixty-two arrondissements (counties). The French Republic is governed by an Executive (President) and a Legislative body composed of a Senate and a Chamber of Deputies (corresponding to our House of Representatives), the members of which are elected by popular vote.

In times of peace the Chamber is renewed entirely every four years. One-third of the Senators are renewed every three years, their full term being nine years. The President is elected for a period of seven years by the Senate and Chamber of Deputies who meet at Versailles for this purpose. The Prime Minister is appointed by the President and he, in turn, appoints the cabinet members. The President promulgates the laws and ensures their execution. He has not, like our President, the power of veto, but he can dissolve the Chamber of Deputies when he desires. In such a case, which so far has occurred but once, new elections take place immediately thereafter.

The powers of the President of France, aside from those con-

nected with his social position, are not much greater than those of our Vice President. The Prime Minister directs the policies of the Government.

POPULATION AND SIZE

France covers an area of 207,054 square miles, or about 50,000 square miles less than the state of Texas. In 1911, the total French population was 39,604,758. There are fifteen cities that have a population of over 100,000 and 60 cities with over 35,000. Only 17,508,940 people live in the cities, while 22,095,818 have their homes in the country.

Before the war, the average number of inhabitants per square mile was 189, a number less than the average in Germany, England, Italy, or Belgium. In rich industrial departments, there are as many as 850 inhabitants to the square mile, while on the contrary, but 64 per square mile in the least thickly populated department.

In Rhode Island, we have 508 per square mile, while in Nevada, it is less than 10.

The French, like our own people, are loath to emigrate. Less than 6,000 yearly leave their native land. On the contrary, as with us in America, many foreigners are annually attracted to France.

The population of the 15 principal cities in 1911 was as follows:

Paris	2,888,110	Nice	142,949
Marseilles	550,619	Le Havre	136,159
Lyons	523,796	Rouen	124,987
Bordeaux	261,678	Roubaix	122,723
Lille	217,807	Nancy	119,949
Nantes	170,535	Rheims	115,178
Toulouse	149,576	Toulon	104,582
Saint-Etienne	148,656		

THE METRIC SYSTEM

Most of us at some time in our lives have known more or less about the metric system. As our weights and measures are entirely different we are very prone to forget the details about other systems. In going to France we should recall that a meter = 39.37 inches, a kilometer (1000 meters) = about ⅝ of a mile, a liter = about 1¾ pints.

For more details concerning the metric system see Appendix, chapter 5.

COMFORTS AND ADAPTABILITY

Relatively little building has gone on in France during the war. You may expect a great number of tourists there. Do not expect

to live in luxury the entire time, provided your plan is to do and to see things.

It is advised that you adapt your requirements to the habits of the country as much as possible. There have been some American tourists who have ordered things unknown to the French. Misunderstandings and disputes have resulted.

TABLES OF ENGLISH AND FRENCH MONEYS

Table of English Money

4 Farthings	1 Penny (d)
12 Pence	1 Shilling (s)
20 Shillings	1 Pound (£)

U. S. Equivalents of English Money

(Based on rate of $4.80 to 1 Pound)

Farthing (copper); this coin is seldom seen	½ cent
Halfpenny (copper) (pronounced ha'penny)	$ 0.01
Penny (copper)	.02
Threepence (silver)	.06
Sixpence (silver)	.12
Shilling (silver)	.24
2-Shilling Piece (silver) called a Florin	.48
2 Shillings and Sixpence (silver) Also called Half Crown	.60
4-Shilling Piece (silver)	.96
5-Shilling Piece (silver) Crown	1.20
10 Shillings (gold), Half Sovereign	2.40
1 Pound (gold), Sovereign	4.80
10-Shilling Note (paper)	2.40
20-Shilling Note, or Pound Note (paper)	4.80
5-Pound Note (paper)	24.00
10-Pound Note (paper)	48.00

Table of French Money

100 Centimes	1 Franc

U. S. Equivalents of French Money

(Based on rate of 5.70 Francs to U. S. Dollar)

5 Centimes (copper)	$00.01
10 Centimes (copper)	.02
25 Centimes (nickel)	.05
50 Centimes (silver)	.09
1-Franc Piece (silver)	.17½
2-Franc Piece (silver)	.35
5-Franc Piece (silver)	.87½
10-Franc Piece (gold)	1.75
20-Franc Piece (gold)	3.50
5-Franc Note (paper)	.87½
10-Franc Note (paper)	1.75
20-Franc Note (paper)	3.50
50-Franc Note (paper)	8.75
100-Franc Note (paper)	17.50

FRENCH MONEY

It is very easy to get accustomed to French money.

Normally the franc (20 sous) was about 20 cents in American money, i. e., five francs to a dollar. The franc is divided into 100 centimes, five centimes being a sou. The French bills are:

5 francs	100 francs
10 francs	500 francs
20 francs	1000 francs
50 francs	

The Chambers of Commerce throughout France issue printed money in small sums. As this is only negotiable in the places where issued, it should not be accepted by a tourist. Accept no paper money except that issued by the Government. The Bank of France will exchange the Chamber of Commerce money for real money but at the expense of a lot of bother and time. If you do get some local money, spend it in the same community.

While it is not necessary to give complicated details about the banking laws of France, a word concerning checks may be very helpful.

It should be borne in mind that the use of the check is by no means as general in France as in America. Checks are practically unknown except in the large cities, and even there payments are generally made in cash. They are not cashed on sight in the French banks as with us, but from three to six days after notification has been given. Each check must be stamped with a Government revenue stamp.

The American who has never dealt with a foreign bank, will, if he is in a hurry and doesn't especially care for red tape, have very positive impressions about the superiority of our own banks. Unless you take travelers' checks, we advise you to consult your banker about opening an account with an American bank that has a branch in Paris. Difficulties and delays will thus be avoided.

A FEW POINTS ABOUT THE FRENCH

To enjoy French life, and to appreciate fully the Frenchman and Frenchwoman, one must study them and seriously attempt to understand their point of view.

The Frenchman is very expressive and very sensitive. His politeness, though no greater than that of the Americans, is expressed in a different manner. For instance, although very gallant with the ladies it is not customary in France for the gentleman to take off his hat in a public elevator with them. With ladies he will never smoke during the course of a meal or even ask permission to do so. Knowing a lady well and meeting her on the street, he will be expected to greet her first. Very

often after having met a lady several times, he will not merely shake hands with her, but will kiss her hand.

Whenever friends meet in France, they shake hands even though it be several times a day. Do not be afraid to shake hands too many times with Frenchmen; the more the better.

The French people are generally not very well informed about America and Americans, except those of the pre-war tourist type. It is true that they know more about us since they have been in contract with our soldiers during the war; but still they have the tendency to believe every American to be a freakish millionaire.

It is the ardent wish of the better class of the French that the Americans will overlook the frailties of the French merchants, many of whom seem to be organized to take more than legitimate profits from Americans.

As a rule the better classes of the French are informal, and easy to become acquainted with. They are hospitable and ready to assist Americans. For us they have a true affection.

Young American men must refrain from inviting young French ladies to go out with them alone. It might be permitted once but with probably so much resentment on the part of her parents that an opportunity for a second invitation would not occur.

The French unmarried women are governed by a rigid set of social conventions that are entirely different from the freedom and lack of restraint that prevail in America with our young ladies. Chaperones are required and parental care is exercised there, to a degree never thought of here. In France a young man may not even take his fiancée out for a walk without a chaperone. One should not permit oneself to be thrown off the track in forming an opinion of this matter by the great number of unfortunate young girls seen in public places in all large centers. For, as is found with this class in America and all other parts of the world, these women do not at all represent the true French people.

To become a house guest of the cultured French families is equally if not more difficult than with our most exclusive sets in New York, Washington, or Boston. But once the introduction is made from the proper source, it is difficult to find anywhere in the world any people more engaging and cordial. Their frankness constantly surprises and pleases the more reticent Anglo-Saxon. Their broad culture, their innate refinement, their natural politeness and ability to interest others, lend a peculiar charm to their companionship.

FRENCH ETIQUETTE

A Frenchman will often refuse a second helping of a dish, expecting his American host to urge him, as he invariably presses

his guests in his own home. He is surprised when he finds that his host takes him at his word and drops the matter. This is all a matter of difference in custom. Have we not the same difference of customs between the different sections of our own country?

The French offer their left arms to ladies (reserving the right to protect them in case of necessity) but reserve the right side of a carriage or automobile for them, that being considered the more honorable side. They are careful to salute the superior first, to touch the hat with the right hand, etc.

In a broad sense these are minutiæ. *All courtesy is based upon attention and consideration for others;* and if Americans recognize this principle they need feel no embarrassment or awkwardness in France or any other country where a few customs are different from those at home.

It is the French custom at dinners for the gentleman to precede the lady into the dining room or through a door. This custom originated when ladies wore long trains, and the French with their love for precedent still cling to the habit. A curious custom of the French in military circles is that the private, if accompanied by his wife, is not obliged to salute his superior officer. The officer nevertheless salutes the private.

POLITENESS TO THE FRENCH

The French are as a race *extremely sensitive* to politeness. One can not be too free in the use of "if you please," (s'il vous plait), when making any request. All persons even of humble stations should be addressed as Monsieur (Mister), Madame (Madam) or Mademoiselle (Miss). In the shops tip your hat to the woman who waits on you and say "bon jour." The same courtesy should be shown when you leave. It is expected and appreciated.

Always keep your temper with the French. If you lose it they will do nothing for you. Occasions may arise when nothing could seem farther from you than good temper. Upon such occasions we advise you to remember that a smile accomplishes wonders.

Should you be in doubt whether to say Madame or Mademoiselle, use Mademoiselle, for should you be in error you will be readily forgiven.

RELIGION

Nearly all the French people are Roman Catholics, there being comparatively few Protestants and Jews.

Napoleon in 1801 (he was then Bonaparte the Consul) made an agreement with the Pope wherein the French Government obligated itself to support the churches of France. All citizens were free to worship according to their convictions. This agreement

lasted until 1905 when there was a complete separation between the Churches and the Government. During this period the Government not only exempted church property (which was enormous) from taxation but contributed large sums for the maintenance of the various churches. Now the Government pays no salary to the Clergy and contributes nothing to the support of the churches, each one being self-supporting or receiving aid from its mother church.

TIME

Since 1909 the hours are officially numbered in France from zero to twenty-four, 0 to 24 (railway time). The masses of the people have kept the habit of counting from 0 to 12, adding the "morning or evening."

DISTANCES

While traveling in France it will be convenient for the tourist to remember that distances are measured in meters (39 inches). One kilometer (1,000 meters) is approximately equal to five-eighths (⅝) of a mile, or 8 kilometers are approximately equal to 5 miles.

CHAPTER IV

CONDITIONS THAT WILL CONFRONT YOU UPON LANDING

WHAT YOU SHOULD DO AFTER YOU LAND

THE Purser of a good boat can and will, upon request, give you small bits of good information about the things you cannot find in any book. Go to him. He will exchange small amounts of money for you and will give you information about good hotels after your arrival.

Provided you have not done so before, change a sufficient amount of American into French money to take you to one of the large centers and to some well known bank, such as Credit Lyonnais, Société Générale or the Banque de France, in case you deal with French banks.

There is but little to see at French ports, therefore catch a train for Paris just as soon as you get all your baggage off the boat.

Don't change, as so many do, all your money at the port where strangers are generally subjected to a hold-up. Change only enough to get you to Paris where the rate of exchange will not be so cruelly against you. This applies only to those who do not take travelers checks.

There are some experienced travelers who prefer taking over from this country a little foreign change. But there are so many things to be done in preparing for a European trip that this is considered to be an unnecessary detail inasmuch as change can be usually secured on board the boat or at the banks upon arrival at the port.

FRENCH CUSTOMS INSPECTIONS

On entering France, one's baggage is opened and subjected to an inspection by the customs officials. Travelers are urged to be polite to the officials who are but performing their duty to the French Government. Cigars, tobacco and matches are particularly sought for as the French Government has a monopoly on these articles and derives from them a very large revenue. The duty on cigars and cigarettes is 35 francs per kilogram (2⅕ lbs.); on Turkish tobacco, 15 francs, and on other tobacco 8 francs. By all means *declare* any dutiable article. Matches and

playing cards are confiscated. A heavy fine, in addition to the duty, is imposed if a large quantity of either article is found.

Many seasoned travelers claim that it is advisable to understand no French when you are going through a French Customs House. They claim that you will get through far more easily if you appear absolutely stupid.

Superintend the inspection of your own baggage at the port of entry. Your baggage sent on to Paris is examined on your arrival there.

GUIDES

Avoid the swarm of guides who will light on you as soon as you land. Many of them are looking for something for nothing.

Guides authorized by responsible companies such as Raymond & Whitcomb, Cook & Son, and the American Express Company (Touring Agency) are not only to be desired but are absolutely necessary when visiting the battlefields. A stranger is lost without them. They cost money, but one should not attempt, except under the most unusual circumstances, to make a trip to the battlefields alone.

LAWS IN FOREIGN COUNTRIES THAT AFFECT TOURISTS

With the exception of the high customs duty on tobacco and the customs prohibition on matches and playing cards there are practically no other laws that affect a tourist. It is assumed that the traveler is not making a business trip and is consequently not carrying any American goods except his personal belongings. There will, therefore, be no duty to pay over there.

Be prepared to give considerable data, such as your name, address, age, nationality, business, etc., upon such occasions as registering at hotels and crossing the borders of various countries. Tourists in America may go about the entire country without a word from our police. But no such condition exists in Europe. The police departments there want to know about, and are compelled to keep a record of, the movements of all tourists.

POLICE

In the cities the police are under control of a police commissioner (commissaire de police) who has under his control the preservers of good order and law (gardiens de la paix). In the communes (communes correspond to the districts into which our counties are divided) the police (Gendarmerie) fill the same mission. One must never under any circumstances oppose them under pain of severe punishment.

The police commissioners and the gendarmes are equally authorized to receive the complaints of people who have suffered damage or have been in any way wronged.

HOW FRANCE IS DIVIDED

France is divided into *departments,* for the purpose of administration. Each department is divided into *arrondissements* and subdivided, in turn, into *communes.* The administration of a *commune* is by a Mayor (*Maire*). This division of France into *departments, arrondissements* and *communes* in a sense corresponds with our way of dividing our country up into *States, Counties* and *Districts.*[1]

FRENCH RAILROADS

In every railroad station of importance you will find a railroad agent who speaks English.

There are three classes of cars; first, second, and third class. We have nothing in America that corresponds with this. Which class one takes will depend of course entirely upon one's tastes and finances. There is but little difference between the first and second class except in cost. If, therefore, you are in moderate circumstances, we advise that you start with the second class.

The cars are divided into compartments, with one compartment in each car for smoking and another for ladies only.

To reduce the chances of getting no seat, get to the train early. However seats may be reserved in advance for 1 franc per seat.

Train schedules for all France may be bought at every station at a nominal cost. These are of course published in French. They are issued weekly.

DIFFERENCE BETWEEN FRENCH AND AMERICAN RAILROAD TRAINS

As a rule everything is much smaller in size in the French system. Only in the sleeping cars are porters provided.

Do not expect to find any drinking water in the cars (dining car during meals excepted). Water is provided at the stations, but the French are not as careful in sanitary matters as the Americans and it is better either to take your own water, to drink wine, hot coffee or tea, or to do without until you arrive at a place where you are sure of the purity of the water. Many Americans have found thermos bottles very useful and recommend them.

When you are going on a journey it is advisable to engage a seat on the train at least one day ahead. This may be done at the station or at the American Express Company office by the payment of one franc.

Travelers not using sleeping cars may, if they choose, rent

[1] In most of our states counties are subdivided into districts. This should be understood by those who live in states where the sub-divisions have different names.

pillows and blankets from the station. This is not for obvious reasons very desirable.

For those who have not had their meals in the dining car there are at all important station opportunities for purchasing food. Have small change available for these purchases. Food baskets are sold at many places.

The French put a grip or some personal article in their seats when they leave them. This is understood by fellow passengers to mean that the seat is reserved. To avoid finding some one in your seat, you are advised to do likewise.

SLEEPING CARS

The distances are generally so short in France that one does not have to travel in a sleeper. One can, however, get very satisfactory accommodations on the longer trips, such as from Paris to the Mediterranean.

Very few trains are equipped with sleeping cars. They are comparatively expensive. Reservations are limited and should be made several days in advance.

DINING CARS

Only the first and second class passengers are permitted to attend the meals served in the dining cars. One is not served *à la carte*, but is served a set meal for which the price is fixed.

Before the meals a steward goes through the first and second class cars assigning seats by tickets to those who desire them, for the first, second, or third sitting. When the sitting is announced you should respond at once. Otherwise you may miss the first courses.

Good wine is served at moderate cost in dining cars, generally less than the price of bottled water.

AUTOMOBILE SERVICE IN FRANCE

The railroad companies before the war organized automobile service through the most interesting regions, especially in the touring sections most popular with foreigners. These automobiles ran with regularity and in many cases connected with railroads, thus enabling one to visit desirable places where there were no railroads. These excursions were successful and popular because of the relatively small cost.

During the war, a large number of these routes were discontinued for obvious reasons, but since the war and with the increased number of tourists, there are reasons to believe that new routes will be added that have war interests attached to them.

Although automobile hire before the war was comparatively cheap, the rates have been recently so increased that they now equal or exceed our rates in America.

The roads though terribly used up during the war are now being repaired. Those who can afford the expense of touring France in a motor will derive more pleasure by this means than any other.

Any of the reliable American Touring Agencies will give you the details (such as where a car may be hired, the cost, etc.) concerning making such a trip, if desired.

ROADS

The Romans are the fathers of the excellent roads found throughout France. It was they who taught France to build roads straight and strong and the lessons have been well learned. It was very pleasing to our troops on landing in France to find the roads so good and in summer so delightfully shaded. Just how much these good roads meant to us in solving the big problems of the War in Europe, only those who had the administration of our transportation, fully appreciate.

After the Romans were expelled from France, the intercourse between the Feudal Lords and their sovereign became greater as power became more centralized. Paris became the center of France and it was necessary for the kings to concern themselves with the building of substantial roads. As early as 1508, a regular department had been established for the inspection and repair of roads, bridges, and other means of communication.

At present, the roads of France are divided into three classes:

1. National roads ..... 23,750 miles
2. Departmental (state roads) .... 18,750 miles
3. Cross-roads (country) ..... 375,000 miles

After four years of war, most of the roads are still good, because of the stability with which they were built and the scientific care given to them. We believe that they have had an influence upon the minds of our two million of men who went abroad that will have far reaching results in this country.

Travelers in France may also return to our country with the same lesson so that we as a nation may profit thereby.

CHAPTER V

PARIS AND ITS LIFE

GENERAL REMARKS ABOUT PARIS

Paris, the capital, is by far the largest and most important city of France. It occupies about 20,000 acres and has a population of nearly 3,000,000. As early as the end of the 13th century the population was nearly 200,000; in 1675 under Louis XIV it reached 540,000; in 1789, there were 600,000; in 1852, 1,053,762; and in 1860 after the inclusion of the suburbs (faubourgs), 1,525,235. The administration of Paris is shared between the Prefect (Chief Magistrate) of the Seine and a Town Council elected by the citizens.

The streets near the center of the city, particularly the great Boulevards, contain many of the finest retail shops in Paris. The districts near the Exchange, the Royal Palace (Palais-Royal), and the Opera, are the financial quarters of the town, and also contain all that is necessary for the comfort and entertainment of visitors in Paris. Some of the finest residences in Paris are on the Avenue du Bois de Boulogne. The faubourg St. Honoré and the Champs-Elysées are occupied by the mansions of the aristocracy of wealth, while the faubourg St. Germain is more or less sacred to the aristocracy of blood. It contains also most of the embassies and ministerial offices.

The Latin Quarter (Quartier Latin or Quartier des Écoles) owes its name to its being the seat of the University and of many scientific institutions of Paris. It contains several of the city's chief libraries. It is here that most of the students, artists, and authors live.

The general appearance of Paris is more uniform than that of most cities, owing principally to the vast scheme of improvement carried out within the past generation.

The American is almost invariably struck by the imposing effect produced by the city as a whole, and by the width, straightness, scenic effect and admirable condition of the principal streets. One does not find in Paris, as in New York and in other large American cities, a one story building by the side of a giant sky scraper. On the contrary one is pleased with the symmetry of all the buildings he finds, as a rule not more than four or five stories high. In a broad sense it seems at times as though one architect had designed the entire city. Picturesqueness, as

found in many other large cities, has been greatly sacrificed in the wholesale removal of the older buildings, but the superior convenience and utility of the thoroughfares is easily appreciated.

We advise you to buy, as soon after arrival as practicable, a map of Paris, and to take it always with you, while there, in your pocket. These are in convenient form for consulting on the street, and it is perfectly simple to find your way alone anywhere in Paris with one of these. The subways are all given on these maps.

SHARKS

Paris like all other cities has its own army of individuals who live on their ability to take advantage of the ignorance of strangers. The less frequented districts should be avoided at night, and as the night goes on, all sections become, without adequate protection, more or less dangerous for strangers. Without being given specific instructions, every thoughtful American should be on constant guard. Men and women will accost strangers for this or that. These people should be ignored. Pickpockets are alert to take any valuables unguarded. Keen Americans only need a word of warning in these matters.

LOST AND FOUND PROPERTY IN PARIS

The district commissioner of police is designated to accept from the finders all articles that may be lost or left in public buildings, taxicabs, omnibuses, etc. If these are not claimed within 48 hours they are sent to the Bureau of Found Articles, at the Prefecture of Police, Quai des Orfèvres.

Should you lose any articles in Paris write at once to the Prefect of Police, giving a full description of the articles in question and the important circumstances connected with the loss.

TAXICABS

Taxicabs are rather poor compared with American taxicabs. You are supposed to tip the chauffeur. Make the amount small. Americans are accused, with some justice, we think, of running prices up for such services in Europe. Read the taximeter yourself, and add a 10% tip. In case this is not satisfactory to the chauffeur, who will, nine times out of ten, try to "hold you up," call a policeman,—or simply hand him the money and walk away.

It will surprise all Americans who are visiting Paris for the first time to find that there are apparently no speed or traffic regulations whatsoever. The continual honk-honk of cheap horns is not only somewhat bewildering in crossing streets but very tiresome at night when trying to get some sleep. Although accidents do not appear to occur often, one really seems to take pot-luck when he takes a Paris taxi.

HOTELS, RESTAURANTS AND CAFÉS

As far as modern conveniences, as we understand them, are concerned, the hotels in general in France are poorly equipped. Only the first class hotels are provided with rooms having communicating baths. Except in the best hotels soap is seldom or never provided.

There are generally no public bootblacks to be found in a French hotel. In the best hotels it is safe to put your shoes outside your room at night. They will be cleaned.

Outside of the large cities or the fashionable resorts where only the modern conveniences are found, the inns retain in a great part their old, quaint customs. The American is constantly shocked at the Frenchman's lack of sanitary measures. While away from the beaten track the traveler must pay no little attention to his food and particularly to his drinking water.

During this period of abnormal prices, it is thought best to quote no prices for food and accommodations. We advise you to inquire before hand the cost of nearly everything you are going to get. Do not be embarrassed in doing this. In France there are no *standard* prices to the extent to which they are found in America. If you are not going to like the price (and many times you *will not*) it is much better to know it before hand, than after. Some first class squabbles may thus be avoided.

It is hard to find any country where waiters and others do not make mistakes from time to time in presenting bills. In France those mistakes are rarely in favor of the visitor. Examine your bill for errors and willful impositions. And do not make the mistake so often made by others of waiting until the last minute to demand your bill.

Leave your articles of value in a bank at home. Wear no unnecessary jewelry and take an inexpensive watch. Never leave anything of value around your room. The inn keeper will give you a receipt for anything you want to leave with him. Lock your doors at night.

In the country the restaurants are as a rule poor, but the hotels and inns on the country roads give very often better food than many much advertised hotels. These inns have kept the traditions of old French cuisine, and gourmets give them the preference to many hotels. It is better to get meals at the hotels which are generally served on the American plan. If possible, the railway station refreshment rooms should be avoided.

The cafés are the meeting places of friends in the evening to chat, read the papers, play cards, billiards, etc. Refreshments consisting of coffee, tea, beer, cognac, liquors, cooling drinks of various kinds and sometimes ices are served at reasonable prices. Ladies as well as men patronize these more generally than in America.

EATING

Assuming that something like normal prices may return, one should be able to get a very good meal with wine at hotels even in a small town for about ten francs. In small towns do not be wholly discouraged by the poor appearance of the restaurant. It may have more good things to offer than you think. At present in Paris, Rheims, Verdun, etc., the minimum price of a good meal is twenty francs. At the celebrated hotels and restaurants in all large cities be prepared to pay at least double that amount for anything like an elaborate meal.

The French eat only a very light breakfast. They are satisfied with a cup of coffee, rolls and butter, but one can find an American breakfast practically everywhere.

Such things as bacon, grapefruit, etc., can be found as a rule only in large places.

The French do not drink ice water, so be prepared to do without it on many occasions.

Especially in the cafés, call the attention of the waiter to the size of any large bill that you have given him, and have him repeat its denomination aloud.

TIPS

Tipping is more universal in Europe than in America, but tips there are smaller. Don't be surprised to have the elevator boy, the usher in the theater, etc., indicate that a tip would not be unwelcome.

In hotels and restaurants, a safe estimate is ten per cent. of your bill.

Don't overdo it. Keep your tips small. The French give tips as small as five cents (five sous, or twenty-five centimes, and five sous it will be remembered are equal, during normal times, to 5 cents.)

If your tips are too high you will be considered a careless millionaire who *might have given more.* If you give too little you may be insulted. Give 10 per cent.

WINES

France produces about one-third of the world's supply of wine. Wine is drunk by all classes in France, except in the northwest, where the people drink cider, and in the northeast and north, where they drink beer.

The American Military authorities feared that our young soldiers would indulge freely of the French wine and that it would thus interfere seriously with military necessities. It was found by experience that our men as a rule very quickly tired of the

wine. A moderate amount of supervision kept the men thoroughly in hand. It was clearly shown that our soldiers, and in general our people, were not a wine-consuming race.

The French make nice distinctions between the white and red wines, claiming that the white makes a man cheery and amiable, that it stimulates the brain and nerves, that it is suitable for the early morning and is especially refreshing in summer. The red wine corresponds to rich, heavy food and is apt to make one unfit for much mental or physical exertion.

White wine is made from black grapes with the skins removed. As a rule it does not fall, as red wine does, below a certain grade of quality.

The French never have their wines iced. They consider that red wine has more flavor if drunk at the temperature of the room. White wine is cooled but never iced.

Chartreuse has nearly disappeared from France. Absinthe, which was the national curse, has for proper reasons been banished. It was first used by the French in 1840 during the conquest of Algeria. An officer suggested that a few drops added to each glass of water might reduce the sickness that was generally occurring due to the bad water. From this use it spread to the nation.

Wine has no doubt played a great part in the life and health of France. That it is drunk in enormous quantities must be admitted. That a large amount of energy and land is devoted to it that might otherwise be profitably used is equally true.

Where there is any question about the purity of drinking water, bottled water, both aërated and plain, is always available for those who do not wish wine.

SNAILS, HORSEFLESH AND FROGS

The visitor to France must be prepared to see some things done that neither he nor his friends in America do. Paris sometimes consumes 50 tons of snails in a single day. Over ten thousand tons of horseflesh is eaten there annually (over 11 per cent. of the total meat consumption). Frogs are a delicacy. The American soldier called the French by his old nickname "Froggie" or "Frog."

Fat snails when starved for a couple of days, and washed, boiled, stuffed with bread, butter and herbs, baked brown in an oven and served hot are not half bad. Try them. The French always take white wine with snails and in preference white Burgundy. Frog legs are fried, or stewed and served with milk sauce, or fried inside of pastry. They are delicious and we recommend them. Regarding horse or donkey flesh we have no inside information.

SMOKING

The French smoke an exceedingly strong and to Americans a somewhat unpleasant tobacco. Favorite tourist brands will be found in the large hotels. They are expensive however. If expense is not much of an item, to carry over a reasonable supply is not a bad idea. This will entail considerable tariff expense, tobacco being a monopoly of the state.

See note below for the French Tariff law covering tobacco, cigarettes, etc.

DUTY INTO FRANCE ON TOBACCO [1]

Tariff No.	ARTICLES	Rates of Duty in Francs (francs—$0.193) PER 100 KILOS (a kilogram = 2⅕ pounds)
109	Tobacco:	
	Manufactured	
	For the personal use of the importer, in a quantity not exceeding 10 kilos per consignee and per annum—see note (a)	
	Cigars and cigarettes	Frs. 7,500.00 (b)
	Snuff and chewing tobacco	1,800.00 (b)
	Smoking tobacco—	
	Turkish	3,250.00 (b)
	Of other origin	1,800.00 (b)
	Other	Prohibited

(a) Without right of sale, under reserve of the administration granting permission and on furnishing security for the payment, by way of fine, of a second import duty, should the above stipulations not be complied with.
(b) As revised by law of April 8, 1910.

BANKERS IN PARIS

American Express Company, 11 rue Scribe.
Cox's Bank, 22, rue Louis-le-Grand (near Opera).
Equitable Trust Company of New York, 23, rue de la Paix.
Farmers' Loan and Trust Company, 41, Boulevard Haussmann.
Guaranty Trust Company of New York, 3, rue des Italiens.
Lloyd's Bank, 3, Place de l'Opera.
London County and Westminster Bank, 22, Place Vendôme.
Morgan, Harjes and Company, 31, Boulevard Haussmann.

UNIQUE WAY OF DRESSING

In Paris the workmen of the different trades have their own special way of dressing which adds much to the picturesqueness of the crowds. For instance, the carpenters wear black alpaca jackets, the masons wear blue velvet trousers and red sashes, the painters blue overalls, the printers grey linen blouses and the butchers white aprons with pink skirts. As for the dainty Parisian working girls, they have a chic way of putting on their simple dresses and inexpensive little hats that shows why Paris merits her world recognized position as Mistress of Fashions.

1 As we go to press, these rates are being greatly increased.

PARIS CABLE OFFICES

The offices of the Western Union Telegraph Company are at 1, rue Auber; The Commercial Cable Company at 49, avenue de l'Opera; The French Cable Company, 38, avenue de l'Opera. Post Offices accept telegrams and cables.

Print the name and address of the party to whom you send a cable. Typewrite it if possible.

Have your passport or other travel papers with you when you go to send a wire or cable. These are not always, but often asked for.

POST OFFICES

The Post Offices are usually closed at seven o'clock in the evening and on Sunday at midday. Apply for telegrams at the Central Post Offices when the others are closed.

The French letter boxes are small and inconspicuous. They are usually found on posts in the squares and outside tobacco shops and are generally painted blue with white letters. The hours of collection are indicated on the boxes but for urgent letters one is advised to post them in the Post Office. Stamps and postcards are about the same price as ours, when the exchange rate is normal, now they are much cheaper. Letters (one ounce), from France to this country—25 centimes (about 5 cents when the rate of exchange is normal.) Postcards—10 centimes (about 2 cents when the rate of exchange is normal).

In Paris and the adjoining districts, *Pneumatic Tube* letters are greatly used. They are delivered in about one hour after dispatch. Do not deposit them in the ordinary letter-boxes, but in the boxes labeled *"Cartes Telegrammes."* The use of the Pneumatiques is as a rule much more satisfactory than the telephones.

See Appendix, page 319, for postage from Europe in general to this country.

TELEPHONES

Telephones are found in all Post Offices. Charges are 15 centimes for 3 minutes' conversation in Paris; 25 centimes for 3 minutes' conversation within a radius of 25 kilometers.

Telephones are by no means used to the same extent in Europe as in the United States. No such service should be expected there as we have. One should either leave them alone or be prepared to exercise the necessary amount of patience in putting in a call.

ACCIDENT OR SICKNESS

Get in touch with the Headquarters of the American Red Cross, 4, rue de Chevreuse, Paris.

At Neuilly there is an American Hospital with English-speaking doctors and nurses.

Our Consuls are in all large cities. It is their duty to give assistance to their countrymen.

Provided you cannot get any of the above named, call upon the French Red Cross.

In case you are robbed, or if anything quite out of the ordinary occurs to you, the French police will assist you.

Have your name and address on a card in your purse.

OUR CONSUL AND EMBASSADOR

The Consulate-General of the United States is at 1, rue des Italiens, Paris.

The Chancery of the American Embassy is at 5, rue de Chaillot, Paris.

In case you get in trouble, get word to one of them.

CHAPTER VI

AMUSEMENTS, SHOPPING, SIDE TRIPS, ETC.

OPERAS, THEATERS, CONCERTS AND MUSIC HALLS

See daily papers for detailed program.

Let street vendors and agents selling theater tickets alone. They are the same in Europe as in America. Go to the theater box office.

Get your seats as far in advance as possible. Little tips are expected in the theater for everything that is done for you. The reason for this is that attendants are paid no regular salary as in America and have to depend upon tips for their living.

Matinées are given Sundays at nearly all theaters, also in some, on Thursdays.

Ladies in the orchestra stalls of most theaters must remove their hats. Intervals between acts are about 15 minutes.

There are usually electric bells in adjoining cafés to announce when the act is to begin.

The old French custom of three loud knocks on the stage is still adhered to in some theaters to announce the beginning of an act. Knocking at the fall of a curtain signifies that there will be no interval and the audience is requested to remain seated.

Although theaters in Paris are less comfortable and elegant than in America, it must be admitted by the most cynical that they are full of life and as a rule full of visitors.

We have nothing in America that quite corresponds with the French Grand Opéra. It is supported by the Government. One will derive a world of pleasure from going to it and the Opéra Comique. Indeed a visit to Paris is incomplete without a visit to the Grand Opéra.

At the Lyrique Municipal (formerly the Théâtre de la Gaîté) operatic performances are given at reasonable prices.

The Lamoureux, Colonne, and Pardeloup concerts are generally given on Sundays. During the winter the Sechiari Concerts are held at the Théâtre Marigny. (See Program of Concert Rouge for classical music.)

Comédie Française. A number of able artists. This is also called the First French Theatre because the classical pronunciation of the French language is still used.

Odéon. Classic Théâtre. High toned and original plays with excellent actors.

Théâtre Sarah Bernhardt. An American finds here what he would expect from its godmother, the Divine Sarah.

But to give all the theaters in Paris would be much the same task as describing those in New York. As elsewhere, there are at different times good plays at the less known theaters and poor bills at the well known ones. A discriminating theater lover will study the papers and make inquiries when in Paris to determine the theaters desirable to attend.

There are a great many music halls, and during the spring and summer many café concerts along the Champs Elysées. In the Bois de Boulogne and the vicinity of Paris, when the weather permits, there are given in many open air theaters excellent performances with first class Parisian artists. The most important of these are Maisons Laffitte, Champigny, Versailles, Bosquet des Trois, Fontaines (in the park), Marnes-la-Coquette, and at Pont-aux-Dames.

For a list of all the principal Theaters, Music Halls, etc., with their addresses, see Appendix, pages 310–311.

AMERICAN AND ENGLISH CHURCHES

American Church (All Protestant Denomination), 21, rue de Berri.
Congregational Chapel, 20, rue Royal.
Presbyterian Chapel, 17, rue Baynard.
Wesleyan Chapel (Methodist), 4, rue Roquepine.
English Church (British Embassy Church), 5, rue d'Aguesseau.
Christ Church, 81, Bd. Neuilly.
Christian Science Church, 14, rue Magellan.
St. Luke's (American Episcopal Church), 5, rue de la Grande-Chaumière.
English Church of St. George (Church of England), 9, rue Auguste-Vacquerie (Avenue d'Iena).
St. Joseph's Church (Roman Catholic for English-speaking people), 50, Avenue Hoche.
Synagogue (Free Jewish), 24, rue Copernic.

FRENCH CATHOLIC CHURCHES

Notre Dame (High Mass at 10:30 A. M.,—an imposing service).
Madeleine (High Mass with music at 11 A. M.)
St. Eustache (fine musical service at 10 A. M.)
St. Sulpice (fine musical service at 11 A. M.)
St. Augustin.
St. Philippe-du-Roule.
St. Roch (High Mass at 11 A. M. Finest musical service in Paris).
La Trinité.

Sacré Coeur.
See the newspapers for special announcements.

SHOPPING DISTRICTS

As in most cities the stores are more or less centralized according to what they sell and their standing; so it is in Paris.

The Avenue de l'Opéra is the international district. There are shops on it to suit the most cosmopolitan tastes; for one can buy American shoes, Russian tea, Danish porcelain, Italian glassware, Swedish cutlery, etc.

The most fascinating and delightful trinkets are found in the rue de Rivoli. The world's famous dressmakers and noteworthy jewelers are found on the rue de la Paix.

Jewels, clothing, antiques, fancy articles, hats, wines, are seen in the windows along the rue Royale and also rue de Faubourg St. Honoré.

Old curiosity shops may be found in almost all parts of Paris, especially in the Latin Quarter (left bank) of the Seine.

Where to Shop

The following stores are all well-known and are recommended as reliable places with which to deal. They have the prices plainly marked on all goods. Do not purchase where this is not the case.

1. Galeries Lafayette, Boulevard Haussmann.

Leave subway at Opéra Chaussée d'Anton.

Fancy goods, furniture, ready-mades. This store carries all kinds of furnishings, both high priced and inexpensive laces, furniture, household utensils. It is justly noted for its styles, good tailoring and smartness of its readymades.

2. Le Printemps, Boulevard Haussmann.

About five minutes from Galeries Lafayette. Leave subway at Saint Lazare or Caumartin or the Nord Sud Saint Lazare. Same kind of a store but patronized by rather better class as the quality as well as prices, is a trifle higher. Makes a specialty of ribbons in the most beautiful and original designs, also of fine gloves.

3. Le Louvre, Place du Palais Royal.

Subway—Palais Royal or Louvre.

On the same order as Le Printemps but makes a specialty of and has a world-wide reputation for very fine silks.

4. Le Bon Marché, rue du Bac.

Leave subway Nord-Sud-Sèvres-Croix-Rouge.

Old and reliable house patronized by persons of moderate

means. Their readymades, while of excellent quality, are often not quite so up-to-date and smart as those of the Galeries Lafayette. Specializes in white goods and trousseau linens.

5. On the right bank of the Seine are the following:

La Place Clichy, Subway-Place Clichy-Nord Sud Place Clichy.

Oriental rugs at reasonable prices imported direct from Smyrna. For the past ten years this store has held first rank in this line of goods.

Above are the principal stores where everything may be had from evening gowns to the paste for cleaning the kitchen stove. But besides these there are in Paris shops where the aristocracy trade in order to keep from meeting the hoi polloi. Of these we will say no more as the prices, for the same quality of goods, are more than double those in other stores.

For white goods, lingerie, trousseaux, household linens of all kinds the names of these two old houses are recommended:

La Cour Batave, 27 Boulevard Sébastopol.

Not quite so good as

Grande Maison de Blanc, 10 Boulevard des Capucines.

Les "Mille et Une Nuits," rue de la Chaussée d'Autin, makes a specialty of trousseaux (trousseaux in French are not necessarily for brides, may mean simply outfits and lingerie for children). In this store may be found clothes for all ages. This store excels in small children's clothes.

"Nicols"—rue Trouchet—famous English tailor.

"Williams"—corner of rue Caumartin and Boulevard des Capucines—for sporting goods.

"Maison Blanche"—the McCutcheon of Paris—Boulevard des Italiens, just off Avenue de l'Opera.

"La Samaritaine"—all kinds of ready made clothes. On the type of Franklin Simons of New York and a very high class store. Boulevard des Capucines near Avenue de l'Opera.

"Au Trois Quartiers"—Boulevard de la Madeleine, across from Church of the Madeleine.

"A. Sulka"—rue Castiglione near rue de Rivoli—fine shirt and collar makers for both men and women.

"Burberry's"—Famous English coats and raincoats—near the Church of the Madeleine.

Because of the new laws our large stores in America with branches in Paris have taken anonymous French names, keeping their connections just the same with their parent houses in the States. The houses answering the same purpose, which we call "Buying Agencies" for selling and buying for the United States are

Wanamaker and Horn which today is—

John Wanamaker, 44 rue des Petits-Écuries.

(Note—Wanamaker has no store in Paris. It is merely a buying agency.)

Another house doing the same sort of work for the United States is—

Claflins Incorporated of N. Y., 46 rue des Petits-Écuries.

These are the two most important houses specializing for the United States.

Among many others are—

City of Paris Drygoods Co., U. S. A.,
Boulevard Strasbourg 19
Monsieur Altmayer,
3 Cité de Paradis pour les USA and la Mexique.

Worth and Paquin, which are houses noted for dressmaking, are not in very high favor at the present time. There is a preference for—

Maison Beer,
Place Vendôme
Maison Chernit,
Place Vendôme
Maison Place de l'Opera

Besides the big dressmakers who, having very large expenses must charge accordingly, there are those who were formerly employed as managers and designers in the aforesaid places, now having places of their own, whose prices are nearer the actual value of their gowns and whose styles are unsurpassed.

It was true, some time ago, that handmade articles were more advantageously purchased in Europe, but it is no longer so. The only advantage that could result from such purchases for Americans would be due to the rate of exchange,—provided the exchange remains above the pre-war rate.

Embroideries. A. C. Couvreur, 151 rue du Temple, and all the novelty stores.

Laces. In Europe, Belgium furnishes quantities of famous laces. Germany makes remarkable filet laces, but the Italian filet is better than the German.

In France the Lunéville laces, made of little narrow braids, are well-known and highly valued.

There are really very few convents where one is likely to find hand-made articles, for the girls who formerly worked in these places are now obliged, owing to the high cost of living, to go and find work in the cities.

Book Stores:
Brentano's, 37 Avenue de l'Opéra.
Galignani's, 224 rue de Rivoli.
W. H. Smith and Sons, 248 rue de Rivoli.

WHEN YOU COME HOME—U. S. CUSTOMS LAWS TO KNOW

Any American, regardless of age, is authorized to bring purchased goods to the value of not exceeding one hundred dollars into America, if they are not for sale. One may be put in an embarrassing position by attempting to "slip anything over" on the Customs Officials.

Especial attention is called to the following provision of the law: Whenever any article subject to duty is found in baggage which was not declared, such article shall be forfeited and the person in whose baggage it is found shall be liable to a penalty of *treble* the value of the article.

Penalty for not declaring articles purchased abroad:

Under sections 2802 and 3082 of the Revised statutes of the United States, articles obtained abroad and not declared, are subject to seizure, and the passenger is liable to criminal prosecution. Duty must be paid upon any dutiable article valued at more than one hundred dollars. The rate varies with the article in question.

During the return voyage *Passenger's Declaration Forms* will be given to the passengers. These must be filled out carefully and in detail. If a family is traveling, the father, or the senior member, may include everything belonging to the family in one declaration. In order to settle promptly in your own favor any question that might arise between you and the customs officials, it is farsighted and an act of prudence to hold receipts for articles declared. This is particularly true in case you are declaring goods valued at the full allowance.

To be especially noted.

All dogs purchased abroad must be declared. Certain breeds, such as collies, shepherd, sheep and police dogs, are subject to quarantine.

The following articles are prohibited: aigrettes, osprey plumes, and the feathers or parts of wild birds; such articles must be delivered to the Customs Officer on the pier.

Note: The law governing the *free list* for American Tourists returning to this country and other useful data on this subject will be found in the Appendix, page 312.

HORSE RACING

If you are in Paris during the racing season and are in the slightest degree interested in superb horse flesh, go to at least one race. This is one of the greatest French sports. The races are splendidly conducted. The crowds are well dressed and interesting. The race courses are artistically arranged, especially for scenic effect. Even though one is not especially interested in racing, but loves beautiful scenery, an afternoon may thus be well spent.

One is pretty apt to see some very interesting dresses, especially on the days when the Grand Prix is run.

The fashionable day for Races is always on Sundays.

RACECOURSES

AUTEUIL
From Gare Saint-Lazare (special trains).
Tramways Saint-Sulpice-Auteuil Madeleine Auteuil.

CHANTILLY
From Gare du Nord (special trains).

ENGHIEN
From Gare du Nord (special trains).
Tramways Eglise de la Trinité.

LONGCHAMPS

MAISONS-LAFFITTE
From Gare Saint-Lazare (special trains for races).

SAINT-CLOUD
From Gare des Invalides (special trains).
Tramways Louvre-Saint-Cloud, St-Sulpice-St-Cloud.

VINCENNES
Tramways Louvre-Vincennes.
Full details in daily newspapers.

FOR WOMEN IN PARIS

THE AMERICAN WOMEN'S CLUB

The American Women's Club is established and maintained by the American Young Women's Christian Association.

Its Headquarters are the Hotel Petrograd, Paris.

This Situation is ideal as it is in the center of Paris, giving easy access to the Grand Boulevards, Banks, Shops, Theaters, and the Opera.

The Salons are admirably arranged for Club Meetings both large and small.

There are attractive Dining Halls, Tea Rooms, Reading, Writing and Rest Rooms.

The Bedrooms may be reserved by Transients for a Period not to exceed Fourteen Days.

Special Attention is called to the Information Bureau.

Guide-Interpreters may be obtained by Private Parties for Business or Pleasure.

THE OBJECT

Its Object is to cultivate Social Intercourse among American Women, resident and traveling in Europe.

It offers Special Hospitality to those making a Pilgrimage to the Land hallowed by the brave Deeds of their fallen Loved Ones,

supplying Guides and Interpreters and all necessary Information to aid them on their journey.

The many American War Workers who have enjoyed the Home Comforts of this Hotel as the Hostess House of Paris, will find the same warm welcome extended to them and to their friends by the new Club.

It is earnestly hoped that with the affiliation of other Societies and the close Co-operation of all American Women this will be the Starting Point for a greater Development of the Club.

INFORMATION BUREAU

Ask the
American Women's Club
About Shops, Theaters, Churches, the Opera;
Hotels, Restaurants and Pensions;
Pleasure Resorts and Cures;
Museums, Art Collections;
Doctors, Dentists and Teachers of French;
About Trains, Tours, the thousand and one Old Places where in the last twenty centuries History has been made for France and the World;
About Trips to the Battlefields, Cemeteries, and Devastated Regions of Northern France;
About Books and Battles, Figures and Facts, Art, Science or War;
For all Sorts of Things just

ASK INFORMATION
THE AMERICAN WOMEN'S CLUB
PHONE LOUVRE 44–09.
HOTEL PETROGRAD, 33–35, RUE CAUMARTIN
PARIS

This Information Bureau has a real American slogan, "A Little Bit of U. S. A. in the Land of Lafayette."

From 8:30 in the morning until 10 o'clock at night, all sorts of Americans, not only women, but men as well, rich and poor, of all stages and conditions of life, apply for advice at the old Bar of the Hotel Petrograd, for when this Hotel was turned into a club, the bar was transformed into an information desk.

In case you might want a shampoo, or to buy a French poodle, rent an apartment, engage a maid, find a suitable pension (boarding house) or anything of the sort, we advise you to go straight to the old bar of the Hotel Petrograd.

One of the most important branches of the Y. W. C. A.'s activities is the information and practical assistance given to American relatives who desire to visit the graves of soldiers killed during the war. The Information Bureau is prepared to arrange trips to the various cemeteries, assist in locating individual graves,

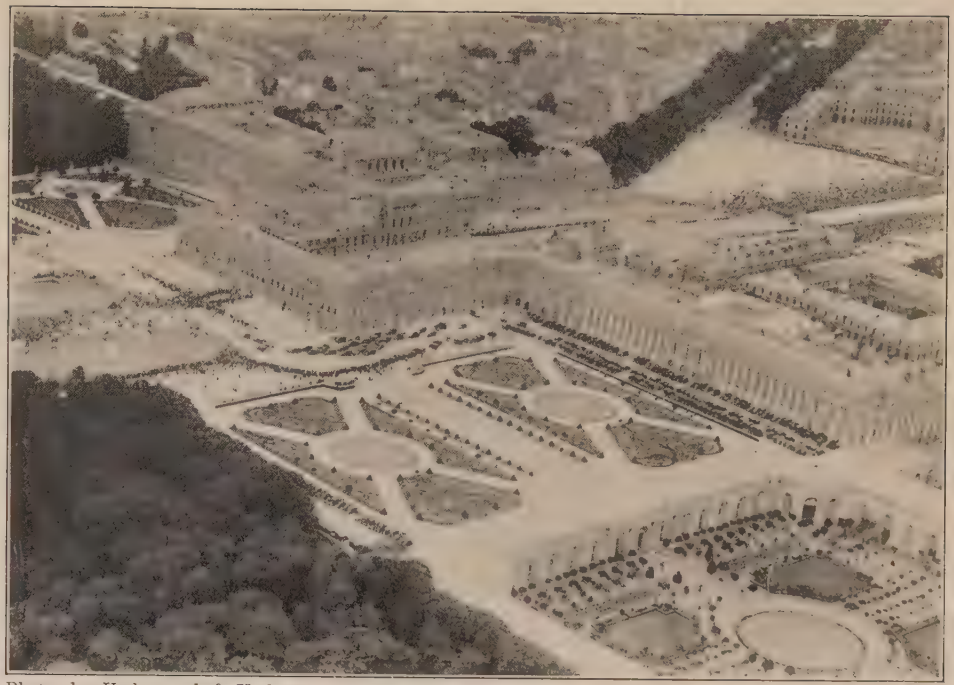


Photo. by Underwood & Underwood

The Palace of Versailles

Courtesy of Y. W. C. A.

Y. W. C. A. Hostess House for Relatives Visiting Graves of the 23,000 American Soldiers Who Fell in the Argonne-Meuse Battle

Photo. by Underwood & Underwood

Bed Chamber of Catherine de' Medici in Château of Fontainebleau

and to coöperate with the Y. W. C. A.'s Hostess Houses at the cemeteries to relieve the discomfort and assuage the grief attendant upon these sad pilgrimages.

EXCURSIONS FROM PARIS FOR THOSE INTERESTED IN ART —VERSAILLES

There are three excursions from Paris that are absolutely indispensable for any one who wishes to gain a clear conception of the architecture of France of the Renaissance and the succeeding epochs.

The first and most important of these, is the visit to Fontainebleau. This excursion would be better postponed until one has seen the Renaissance collections at the Louvre, the School of Fine Arts (École des Beaux Arts), and the tombs of the kings at St. Denis. The trip to Fontainebleau and back can easily be made in a day, although lovers of art will spend a longer time there if possible.

The second excursion is that to St. Germain. Those also interested in prehistoric archæology will find in the Château's museum probably the most valuable collection of drawings and other remains of cavemen in the world. On the terrace overlooking the valley of the Seine at St. Germain, the Pavillon Henri IV is a most entrancing place for a cup of tea after a visit to the museum.

The third excursion, a visit to Versailles from an historic point of view will be much more interesting than that either to Fontainebleau or St. Germain. Now that the signing of the late Peace Treaty is associated with Versailles, as well as that peace so humiliating which the French were compelled to sign at the termination of the Franco-Prussian War, every tourist must make a visit here even if he has to miss the other two.

A visit to the palace and gardens of Versailles is necessary in order that the visitor may appreciate the formal art of the 17th and 18th centuries. You will more fully understand the powdered world of the Du Barrys and the Pompadours, after a visit to the palace which was the center of their shallow world.

HOW AND WHEN TO GO TO VERSAILLES

Trains Gare Saint-Lazare every hour.
Trains Gare des Invalides every ½ h.
Trains Gare Montparnasse every ¾ h.
Tramways Louvre-Versailles.
Gardens daily from 10 to nightfall.
Museum 10 to 4, except Monday.
Trianon, 10 to 4, except Monday.

EXCURSIONS TO BATTLEFIELDS BY AIR

The Tourist Agencies will arrange trips by airplane from Paris to the different battlefields. The French Airplane Company ("Compagnie Générale Transaërienne") makes a specialty of such trips. They justify the expectations of being thrilling and expensive.

INFORMATION FOR VISITORS GOING TO AMERICAN GRAVES IN FRANCE

A "Service for American relatives Visiting Cemeteries" has been established in France by the coöperative efforts of the American Army, the American Red Cross and the American Y. W. C. A. In connection with this service is the Information Bureau at 4 Avenue Gabriel in Paris, which is located almost next door to the Graves Registration Bureau of the American Army,—it is at the Graves Registration Bureau, 12, rue Boissy d'Anglais, that the exact location of the graves must first be obtained before the visit to the cemetery is made. The Information Bureau is equipped with a Red Cross worker and a Y. W. C. A. Secretary, who furnish full information in regard to train schedules, hotel accommodations in towns near the cemeteries, and information as to transportation from trains to cemeteries.

In addition to the information bureau there have been established at some of the larger cemeteries, and particularly in out of the way places where hotel accommodations are lacking, rest houses in or near the burial grounds, with auto busses which meet every train, running from the railway stations to the cemeteries. The coöperative plan has been for the Red Cross to provide the transportation facilities, the buildings, except in the case of Romagne where the barracks were given by the army, and the furnishings for the houses; and the Y. W. C. A. the food, running expenses and American women to give every assistance in visiting the graves. None of the buildings are new,—the cottages are old barracks used by the Red Cross during the war and since moved to cemeteries.

At Romagne, in the Argonne, which is the largest American cemetery, with over 23,000 dead, a barracks has been donated by the army and converted into a rest house. The house will accommodate twenty people over night and a much larger number for meals. There is a kitchen, attractive living room, and women's and men's dormitories. Those in charge have made the place cheery and homelike with bright furnishings and creton hangings. In addition to the regular meals, tea is served each afternoon to all relatives making pilgrimages to the cemetery.

At two American cemeteries near Château Thierry rest houses have been put up and opened, one at Belleau Woods with its 2600 American dead, and the other at Fere-en-Tardenois with its 3800

graves. Here there are no accommodations for over-night visitors inasmuch as the hotel facilities in Château Thierry are good, and for the same reason nothing but a simple service of tea and light lunches will be served each day. But there are comfortable rest rooms and open fires, and in the cottages the records of the cemeteries are kept and may be consulted in the warmth and comfort of the rest house.

Further north from Château Thierry, in the Aisne, there are 7 British cemeteries with a total of nearly 3000 American graves. Bony, near St. Quentin, is the center for this area, with 1700 American dead; and within a few miles there are American dead at Doingt, Tincourt, Roisel, St. Emilie, Vaubecourt and Busigny. Here at Bony there are two small cottages in the cemetery grounds with a few emergency beds and attractive living rooms for over-night visitors. There is no regular meal service, but lunches are provided if desired and tea is served each afternoon.

At all four cemeteries where the work is established there is the closest coöperation between the Red Cross and the army caretakers, who are still engaged with forces of laborers in fixing up the cemeteries. They are all united in their desire to give aid and assistance to sorrowing relatives in locating graves, taking photographs of individual plots to be sent home to family and friends and procuring and arranging flowers which have been carried to the spot or sent on from Paris.

At Thiaucourt, where lie the men who made the St. Mihiel drive, there are over 4200 American graves, but the service of the Red Cross and the Y. W. C. A. seems to be unnecessary inasmuch as American visitors are well taken care of by an interested French woman, Mme. Delcro, of the Regions Libérées, who will provide them with comfortable living quarters. Furthermore, in view of the fact that the cemetery is only five minutes' walk from the village, there seems to be no use for the Red Cross bus service. At Montdidier and at Soissons, where there are a half dozen more American military graveyards, the hotel service is good and the French people kindly and hospitable towards visiting relatives, and the rest house service there, too, seems unnecessary.

AMERICAN CEMETERIES IN FRANCE

When the Armistice was signed the principal American cemeteries in France were as follows:

Romagne-sous-Montfaucon (Meuse)
Thiaucourt (Meurthe-et-Moselle)
Letanne (Ardennes)
Souilly (Meuse)
Toul (Meurthe-et-Moselle)
Bazoilles (Vosges)
Chaumont (Haute-Marne)
Juvigny (Aisne)
Fismes (Marne)
Belleau (Aisne)
Ploisy (Aisne)

Seringes-et-Nesles (Aisne)
Waerghem (Belgium)
Villers Tournelle (Somme)
Suresnes (Paris)
Saint-Nazaire
Talence (Bordeaux)
Lambezellec (Brest)
Kerfautras (Brest)
Mesves (Nievre)
Le Mans (Sarthe)
Allerey (Saone-et-Loire)
St. Aignan-Noyers (Loir-et-Cher)
Bony (Aisne)

Note. Constant changes have been made and are continuing to be made in our cemeteries in France since the armistice was signed. Consult the American Graves Registration Service, 12 rue Boissy d'Anglais, Paris, for detailed information.

PART II

CHAPTER VII

PARIS

AN HISTORICAL OUTLINE

Paris and its history is so interwoven with the history of France that it is hard to speak of the one without implying the other. In addition to that the history of Paris is in some part that of the buildings and walls and streets and art collections which every visitor to Paris desires to see. At the same time the majority of tourists are in Paris for a relatively short time, and there is always shopping to do and business matters to be looked after, the street life of Paris to be seen, and all the other scores of things to do which this queen of cities offers.

The tourist in Paris therefore will find himself or herself not only eager to do everything possible but actually doing and seeing things he had not thought about. In going about for any reason the visitor will be confronted with buildings of various architectural styles the very exteriors of which will invite one to unknown inner mysteries; he will be continually going through or around places with names that breathe the history of bygone years. In the interest therefore of saving as much of the visitor's time as possible it should not come amiss to have a general outline in mind of the growth of Paris in the last 2,000 years.

Paris gets its name from the Parisii, one of the many small Celtic tribal groups which came into Gaul (or France) many centuries B. C. on their Westward-Ho hunt for a home. This tribe, seemingly with a commercial instinct, settled on the largest of several islands in the Seine, near where the Marne and Oise join it, and began to take toll from trade up and down and across the river. When the Romans came into Gaul in the 1st century B. C., they found this place, Lutetia, as it was known, already of some importance, and a camp was built there by Cæsar. Soon a fine temple to the Roman God Jupiter was built. Notre Dame Cathedral now occupies that very site.

The Roman Emperor Julian lived a while in Paris in the 4th century A. D. and built a palace. Near the Hotel de Cluny a piece of it is still to be seen. There was also an amphitheater at this time and recent excavations making it possible to tell

how many spectators it could seat have shown that the city had a population of about 40,000.

Paris soon became the chief outpost in Gaul of orthodox Christianity, due to the missionary work of St. Dionysius, or Denys, who came from Rome. But the later Roman Governors took for their capital Soissons, which gave a fine opportunity to the leader of the Franks in Belgium, a certain Clovis, to make Paris officially his capital, which he did in 508, after defeating the Romans.

Stephen III in 754 was the first Pope to visit Paris. He came to anoint Pippin the Short as King of France. He found Paris a fine city with abbeys and churches resplendent with gold and marble. This wealth was soon noticed by the wild Northmen and from the year 841 on these sea pirates attacked France and Paris time and again. A new prayer in the Litany, "From the fury of the Northmen, good Lord deliver us," will show the terror they inspired. But they were converted later, and from Church destroyers became Church builders, and they even gave their name to a style of Christian architecture.

Beginning with Hugh Capet in 987 the succeeding Kings of France with few exceptions made Paris the recipient of their favors, and with each successive beautification of the city it all the more deserved their favors and repaid their pride. Under Louis VII, when the Gothic superseded the Romanesque, came one of the great architectural revolutions of history, and the buildings in Paris at once began to take on an additional beauty. A beginning of paving was made and the great girdle of towered wall was built during the reign of Philip Augustus (1180–1223). But his greatest achievement was the Palace he began, called the Louvre, and the University. These two were the centers of the rivalry between the parts of the city, that on the left bank with the University and such great abbeys as Ste. Genevieve and St. Germain-des-Prés being the more famous, that about the Louvre on the right bank becoming more important in the lines of commerce and industry.

Henry IV and Louis XIII and their minister, Richelieu, embellished the city by adding to it the Royal Palace, the French Academy, the Botanical Gardens, the Pont Neuf, the oldest bridge in Paris, and the Luxembourg Palace, later the seat of the Senate.

Louis XIV, the Grand Monarque, after Mazarin, his subtle minister, died in 1561, ruled France for 54 years in fact as well as name. He brought the State to its zenith of power and prestige, but his pompous self-esteem, which the remark "I am the State" attributed to him shows, his reckless expenditure of money in vainglorious wars, and his wanton lavishness in Versailles and in the Court life there, sowed the seed that later came up as the French Revolution and the Reign of Terror.

Photo. by Underwood & Underwood

The Eiffel Tower

Louis XIV sent Louis XVI and Marie Antoinette to the guillotine as much as did the wild people actually concerned.

When Paris again outgrew its boundaries instead of a new fortification wall there was built in 1784 a customs wall and a splendid circuit of boulevards. The customs wall had two great main entrances, at the east the Place de la Nation, at the West the Place de la Concorde (first called Place Louis XV), beyond which outside the wall stretched the magnificent park called the Champs Élysées, a name now fixed to its main road which is one of the finest avenues in the world. It will be remembered that American Independence was being won about this time.

Napoleon, a young artillery officer, who came into such prominence during the Reign of Terror that he was crowned Emperor on December 2, 1804, in Notre Dame by Pope Pius VII, inaugurated new building in Paris along classical lines. The Carrousel, an arch like that of Septimius Severus in the Roman Forum; the column of the Grand Army on the Place Vendôme, modeled after the Trojan column in Rome; a Temple of Victory in Corinthian style, now the Madeleine; the triumphal arch in the Place de l'Étoile; these are due to the orders of Napoleon, who had frankly set out to make Paris the capital not only of France but of Europe.

The Second Empire under Napoleon III saw the greatest transformation of Paris. Numbers of splendid structures were erected, new streets were opened, the size of the city doubled in area, and increased 600,000 in population by the inclusion of a suburban zone. But the defenses of the city were not increased proportionately and Paris was not able to make any adequate defense in the two sieges of 1870–71. The city was invested by the Germans, who on September 1st had compelled the French to surrender at Sedan. It finally capitulated on January 19, 1871, and on March 1st, 20,000 Germans entered Paris and occupied the Champs Élysées and the Louvre. Versailles then became the seat of government. But by 1878 when Paris held its third Great Exhibition,—the palace of the Trocadéro is its lasting memorial,—Paris began to come again into its own. Again in 1889, Paris held a Revolution centenary exhibition with which the Eiffel Tower is connected, and finally in 1900, to open a new era of peace, the Universal Exhibition set a high standard for the world in its marvelous collection of art treasures and industrial creations sent from all over the world.

Paris is 223 miles from the mouth of the Seine, on both banks of which it is situated, occupying the center of the Paris Basin. Its lowest point is 80 feet above sea level, its highest, the hill of St. Geneviève on the left bank, and Montmartre (the Roman Mons Martis 420 feet) on the right bank of the river. It has a fairly even climate with a mean temperature of 50° F. and enjoys not more than 100 clear days a year. Its triple defenses, the two

interior circles being the bastioned wall and the ring of detached forts, the outer an entrenched camp area like that surrounding Antwerp, are reckoned as very powerful.

A glance at the city map will show concrete rings of boulevards. These occupy the place where former city walls had been built as the city increased from its earliest center on the Ile de la Cité. The Grand Boulevards enclose most of the old city; outside them are the old suburbs, called faubourgs, those on the north and east being industrial or commercial, those on the west being residential. The avenues, magnificent as they are, show no street plan uniformity; in fact there is only one street that goes practically through the city, the one running from the Neuilly to the Vincennes gate under changing names, some of which are the Champs Élysées, rue de Rivoli and rue du faubourg St. Antoine.

The avenues are broken by many magnificent squares; north of the river are the Place de la Concorde, with its obelisk from Luxor, where Louis XVI and Marie Antoinette were executed, and where now stands the Statue of Strasbourg with its mourning finally removed; the Place de l'Étoile with its triumphal arch, and from which radiate 12 splendid avenues; the Place des Victoires with the equestrian statue of Louis XIV; south of the river are the Place St. Michel, center of traffic; the Carrefour de l'Observatoire with the statue of Ney standing where he was shot; and on the island the Place Notre Dame with an equestrian statue of Charlemagne.

PARIS—A SIGHTSEEING TOUR

Nearly every one in visiting such a city as Paris, full of things one wants to see, has a natural desire first to get his bearings. There is only one best place to go to get a view which will satisfy that desire, namely the Eiffel Tower. If your first day in Paris is a clear day go up this tower, built in 1887-1889 by Eiffel, to its third platform, a glassed in pavilion where nearly a thousand people can be accommodated at one time, 905 feet above the ground, and you will be nearly twice as high as you can get on any other monument in the world. Not only can you see all Paris spread beneath your feet but southwestward you can see as far as Chartres, 55 miles away.

Go to that side of the tower platform that looks down on the Jena bridge across the Seine. Straight ahead is the Trocadéro Palace. From the Palace behind it your eye will carry you to the right along a street leading to the Place de l'Étoile and the streets radiating out from it will explain its name of the Star. From it the Champs Élysées runs along nearly parallel with the river as far as the Place de la Bastille. You will have come round the Eiffel Tower platform now and be looking up the river.

Paris from the Eiffel Tower

Photo. by Underwood & Underwood

Notre Dame Cathedral of Paris

Below you at the right is the Hotel des Invalides, and to your left between the river and the Champs Élysées are the Grand Palais and the Petit Palais. Just beyond the Petit Palais is the Place de la Concorde, to the left of it the Madeleine, and just over it is the Opera.

From the Place de la Concorde your glance will carry you over the places where most of your time as a tourist will be spent. Between the rue Rivoli, the continuation of the Champs Élysées, and the river, stretch first the Tuileries garden and palace, then the Royal Palace, then the Louvre. Next comes the island in the river, the Ile de la Cité, on which are the Palace of Justice, the Hotel Dieu and the great cathedral of Notre Dame. To the right of the island lie the Luxembourg gardens and palace and beyond them across the Boulevard St. Michel (affectionately known to every one as "Boul Mich") is the Sorbonne.

If the weather is bad and you cannot get this place-fixing view from the Eiffel Tower, you should get your idea of Paris by means of a drive in an automobile or carriage. You will find yourself in hotel or pension in all probability near either the Place de la Concorde or the Place de l'Étoile, the two open places at either end of the Champs Élysées.

From the Place de l'Étoile, where you may well anticipate the drive by getting your bearing from the top of the Arch of Triumph in the Place, a good drive is the following: Along Avenue Marceau, across the Alma Bridge, to the Hotel des Invalides, the Eiffel Tower being on your right. From the Invalides to the church of St. Germain-des-Prés, then past the Luxembourg Palace to the Pantheon and St. Etienne du Mont. From here back to the Boulevard St. Michel past the Sorbonne, and then across the island, the Palace of Justice on your left and Notre Dame off to your right. Across the river turn to the right past the Hotel de Ville and go to the Place de la Bastille. From there northward to the Place de La Republique, then to the Opera. Turn sharp to the left down the Avenue de l'Opera to the rue Rivoli, then drive around the Louvre and the Tuileries Gardens to the Place de la Concorde, and out the Champs Élysées to your starting point at the Arch of Triumph.

You can take up days in seeing churches alone, or museums alone, or monumental buildings alone. But there will be some places you will miss. So see the ones to which your tour guides you, and watch for your chance to slip in some others at odd times.

NOTRE DAME CATHEDRAL

First and foremost of your visits go to the Notre Dame Cathedral.

One of the finest pieces of early French Gothic architecture and the most important church in Paris. It was founded in 1163 and com-

pleted about 1240, except that in a restoration made between 1846 and 1879 by Viollet de Duc a central spire, 148 feet high, was added. The Cathedral measures 139 x 52 yards. Its possession of the Crown of Thorns and a fragment of the Cross attracts many pilgrims. Mary, Queen of Scots, was married there. It was changed to a temple of Reason during the Reign of Terror: Napoleon was crowned in it in 1804; and in 1871 it was used as a military depot. Victor Hugo's novel, "Notre Dame de Paris," should not be left unread, while in Paris.

This great edifice is a stone epic. Its threefold function as a *Church of Our Lady,* as the *cathedral Church of Paris,* and as a *royal church* will explain the presence of the hundreds of memorials which tell of so many different periods and personages.

The great portals of the front of the cathedral, deeply recessed because of the massive construction of the towers, will hold the attention of the visitor. The central doorway is that of the Christ, the left or northern that of Our Lady, and the right that of Our Lady's Mother, Ste. Anne. The details of the statuary will consume hours, if your time will allow, of study. Over the central doorway is the great rose window the sculpture and work of which is to be compared with that of the cathedrals of Amiens and Chartres.

One does well to walk all around the cathedral and study its general design and wonderful proportions before entering the church itself. The entrance is through the portal of Our Lady, the northern doorway of the triple portal in front. As you walk through the aisles you will get different vistas of nave or transept, stretches of light and wonderful vaulting; the rose windows will greet you as you turn about at the intersection of the nave with the transepts. Perhaps the most noted objects in the cathedral is the series of stone reliefs in the Choir.

There is a splendid view of Paris to be had from the top of the tower (tickets can be bought at the base of the tower for the ascent by a spiral stair) which many prefer to that from the Eiffel Tower. It has the advantage at all events of being the more central.

While on the island there are other things to see besides Notre Dame. The Island, it will be remembered, is the earliest site of the earliest Paris. The old royal palace was at the west end of the island, but when the kings moved, in 1431, to the north bank of the river, their palace was given over to the Supreme Court, and with its extensive modifications and reconstruction is now known as the Palace of Justice. Its interior will not be worth a visit. The Sainte Chapelle, however, a 13th Century chapel without nave or transepts, will be worth a visit. It consists of an upper and lower part, the Upper Chapel, with its famous statues of the Twelve Apostles, being the gorgeous place where the royal family and court attended service.

Photo. by Underwood & Underwood

THE BASTILLE
Before its capture

THE BASTILLE

Charles V, to make himself secure during the Hundred Years' War against both the citizens and the nobles, built in the year 1380 the eight towered Bastille at the St. Antoine gate, to serve both as a prison and a fort.

This castle was built chiefly for the confinement of the nobility who were the victims of the intrigues of the court and to the caprice of the kings (or their mistresses). It attained world-wide celebrity in consequence of its destruction on July 14, 1789, at the beginning of the French Revolution.

Its walls were 10 feet thick, its 8 towers heavy and somber. It stood at the St. Antoine gate to that quarter of the city occupied by the working classes. It stood a symbol of despotic power, presenting a formidable barrier to the advancing tide of the people's demands for better conditions in life, until that day when the cry, which speedily resounded throughout the whole of Paris, "Down with the Bastille," drove a mob of hungry and infuriated men and women over the moats, the thick walls and the cannon with which the castle was defended.

It is safe to say that no institution in America has the meaning to Americans that the Bastille has to Frenchmen, or the Tower of London to Englishmen.

The key to the Bastille reposes in the shrine of Independence, Washington's home at Mt. Vernon. Dickens's "Tale of Two Cities" will put the reader *en rapport* with the times.

The Bastille was destroyed during the reign of Louis XVI, that personification of folly, in the wild but inevitable French Revolution.

Camille Desmoulins, on July 11, 1879, from the table later called the Tripod of the Revolution, in the garden of the Palais Royal made the inflammatory speech which directed the people to that grisly old fortress, the Bastille, which symbolized to the people all the evils of the past, and on July 14, despite the German soldiers of the King and Queen, and the natural strength of the Bastille, it fell, and the French made the day their great Independence Day. The King was brought to trial in the old Riding School of the Tuileries (the site marked by the tablet at rue de Rivoli, 230) and was guillotined in the Place de la Concorde, January 21, 1793. The Reign of Terror that followed was finally brought to an end partly by natural reaction and partly by the cleverness of a young artillery officer named Bonaparte.

THE OPERA

The Paris Opera House is the largest theater in the world, covering an area of nearly three acres. It was begun in 1861 and finished in 1874, and according to its inscription is the "National Academy of Music." Despite its huge size it has a seating capacity of only 2,156.

A broad flight of stairs leads up to the opera house which is a three story structure, and on the first floor is a Loggia with 30

splendid columns. The Grand Staircase is before one as he enters the vestibule and this is a splendid and wonderful piece of work. The Auditorium has five tiers of boxes all done in rather an overladen decorative fashion. The Public Foyer, or Crush Room, is perhaps the most striking feature of the building, it being a room 175 x 42 feet and 59 feet high, with great windows and mirrors, two massive fireplaces and a profusion of paintings.

THE MADELEINE

It is not far from the Opera to the Madeleine, the Church of St. Mary Magdalen. It is a building of classic style like a Roman temple. It was not finished until 1842, although begun during the time of Louis XV. It is famous for its music, its organ with five keyboards being one of the finest in Paris.

ARCH OF TRIUMPH

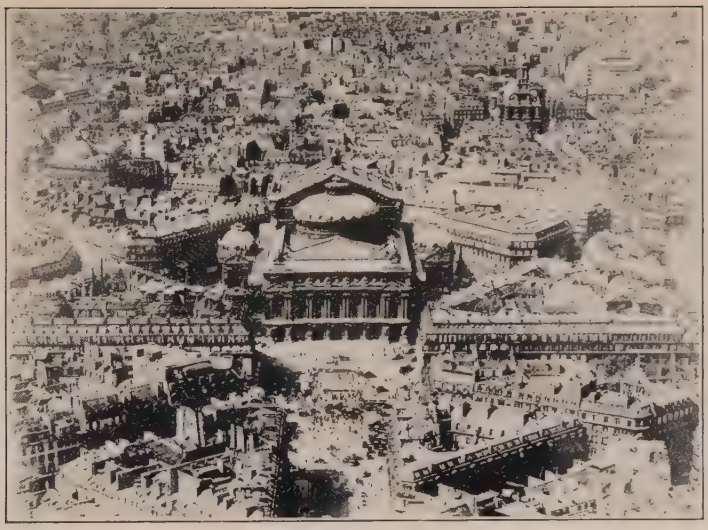
The Arch of Triumph de l'Étoile is not to be confused with that known as du Carrousel at the Tuileries. The great Arch is the largest triumphal arch in the world, being 162 feet high. Napoleon begun it to commemorate his victories of 1805–06, the names being inscribed in the shields that are on the cornice. The quadriga brought by Napoleon from St. Mark's in Venice was taken off it in 1814 and returned to Italy by the Allies. The victorious Germans did not march through this arch when they occupied Paris after the Franco-Prussian War. Victor Hugo lay in state in his coffin beneath this arch on June 1, 1885, before he was placed in the Pantheon.

There is a staircase leading to the top of this arch, from which an excellent view is to be obtained. Twelve avenues radiate from the Place de l'Étoile.

THE CHAMPS ÉLYSÉES

This was in the 17th century a park, as its name, "The Elysian Fields," implies. Its main avenue, however, has preëmpted the name, and the Champs Élysées now is the name of one of the finest avenues in the world. It extends, strictly speaking, from the Place l'Étoile to the Rond-Point, but nearly every one thinks of it as running on to the Place de la Concorde. During the war it was flanked by long lines of captured German artillery.

Earlier in this article mention has been made of the Eiffel Tower and a brief description of it. It is always in view and towers above one as one goes from the Place de l'Étoile across the Seine to the Hotel des Invalides, or Old Soldiers' Home. This establishment covers about 30 acres but with the decrease in the number of soldiers eligible became before the World War nearly empty, and parts of it were turned to other uses. It



The Great Paris Opera House

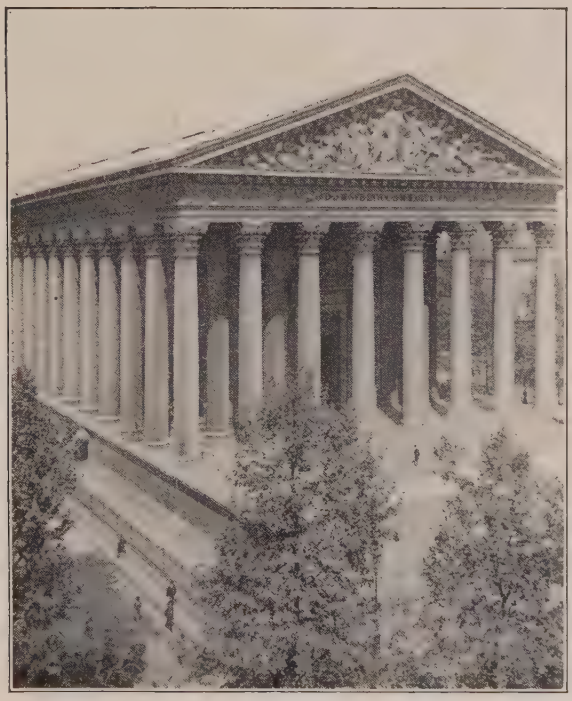


Photo. by Underwood & Underwood

The Madeleine

Photo. by Underwood & Underwood

Arch of Triumph

will probably again now be put to its old uses. Connected with it is the Army Museum with a collection of over 10,000 kinds of weapons and armor. The Dome des Invalides is a royal church, square with a circular tower and a dome that rises 344 feet in height. In the center is the tomb of Napoleon constructed in 1843–53, a crypt with a sarcophagus 13 x 6½ x 14½ feet, hewn out of a single block of Siberian porphyry.

When Napoleon died at St. Helena in 1821, he expressed the wish that he might be "buried on the banks of the Seine, in the midst of the French people whom he so dearly loved." It was 19 years before the French could fulfill this wish. The mosaic pavement around the tomb contains the names of his principal victories: Austerlitz, Friedland, Jena, Wagram, etc. On each side of the entrance are sarcophagi bearing the names of the Emperor's two faithful friends, Duroc and Bertrand. The former was killed in battle in 1813; the latter shared Napoleon's captivity and came with his remains to their final resting place.

The places thus far visited have all been important and none of them can be omitted. But in none of them need one spend more than a comparatively short time. A short time will not suffice for the greatest of all the sights in Paris, greatest probably from every point of view. It is

THE LOUVRE

The Louvre is the noblest monument of the French Renaissance. It is the most important public building in Paris, both architecturally and on account of its treasures of art.

No American, no matter how little he may care for art, should think of quitting Paris without seeing it and studying the marvelous contents, for it contains the greatest collection of paintings, sculpture and objects of art in the world. It is best studied with an experienced guide, if the tourist's time (as generally is the case) is limited. Only the most general sketch may be attempted here.

East façade erected by Louis XIV in 1665. Note his initials L.L. with crown and emblem, the chariot of the sun, over a gate. In 1541 Francis I laid the foundation under the direction of Pierre Lescot, who was probably the greatest architect of the early French Renaissance.

Enter court of the Palace.

Outline of ancient turreted castle of Philip Augustus (1223) and Charles V (1380) is seen on pavement of court. Façade of west wing opposite entrance built by Henri II (1547–1559).

Note the initials D and H of Henri and his mistress Diane de Poitiers, also the K.K. of Catherine de' Medici. Louis XIV completed the court in 1665.

Continue through the gate in the west wing to the square beyond, facing the Arc du Carrousel, built by Napoleon I, in 1806, as an entrance to the Tuileries.

To the left along river.

Gallery built by Catherine de' Medici to connect her palace with the Louvre. Refaced by Napoleon III.

To the right along rue de Rivoli: Wing planned by Napoleon I and finished by Napoleon III.

Beyond, opposite arch: Wings of old Tuileries, the front of which

before its destruction shut in the square to the west along the Tuileries gardens.

In the Louvre:

Massacre of St. Bartholomew arranged by Catherine de' Medici; Henry of Navarre and Margarite returned there after their marriage at Notre Dame in 1572; Charles IX said to have shot at Huguenots from window in 1572; Louis XIII and Anne of Austria here at time described in the "Three Musqueteers" (Dumas); the dying Cardinal Mazarin wheeled here to witness Molière's comedies; spoils of Italy sent here in triumphal procession of chariots by Napoleon I. The Transfiguration by Raphael, the Laocoon, the Apollo Belvedere, were among the trophies paraded.

The Louvre and Tuileries together cover an area of about 50 acres.

The world famed collections of the Louvre dated from the 16th century, but it was not until the time of Louis XIV that collections of art began to be fashionable, and the royal belongings formed a magnificent and valuable display, the paintings alone numbering about 2,500. Of the many treasures brought by French Armies from Italy, Germany and the Netherlands, during the Napoleonic wars, great numbers were not returned.

It is to be remembered that the collection in the Louvre has not the historical interest connected with it that the various buildings of the city, or the Louvre itself, have. A visitor can, therefore, visit the paintings and sculpture here contained at any time, and it will appear probably after a half day in the galleries that the way to see it is a half day or less at a time. No guide book allots less than 6 days for a fairly thorough visit to the Louvre, and of course that minimum means that the visitor is on the go a great part of the time. Grant Allen gives 160 pages of his 312 page guide book to Paris to the Louvre alone; the old Baedeker gives 80 pages and Hare almost as much. It takes over two hours to walk at a good gait through the Louvre without stopping at all.

It is worth remembering that the sculptures and engravings are on the ground floor; the pictures and furniture on the first floor, and the bronzes and the 19th century French paintings on the second floor. The principal entrance is in the court of the New Louvre on the Seine river side. Only the choice pieces are mentioned.

Ground floor—Marbles:

Rotunda (XIII) has the Borghese Mars, a metope from the Parthenon and the famed Silenus and Bacchus, a Greek original of about the 4th century B. C.

Severus Room (XVII) A splendid series of busts of Roman emperors and empresses.

Antonine Room (XVIII) Mandragone Bust of Antinous as Osiris.

Augustus Room (XIX) Roman orator with name of sculptor Cleomenes on the tortoise at foot of statue; a fine statue of Augustus.

Phidias Room (XII) The marbles here are of the best Greek period, but are badly mutilated. For the student of ancient art this is the best room, but the marbles will not make an appeal to many others.

Venus de Milo Hall (VII) This statue, found in 1820 in Melos, an island east of Greece, and more properly known as the Aphrodite

The Louvre—The Venus de Milo

Photo. by Underwood & Underwood

The Champs Élysées

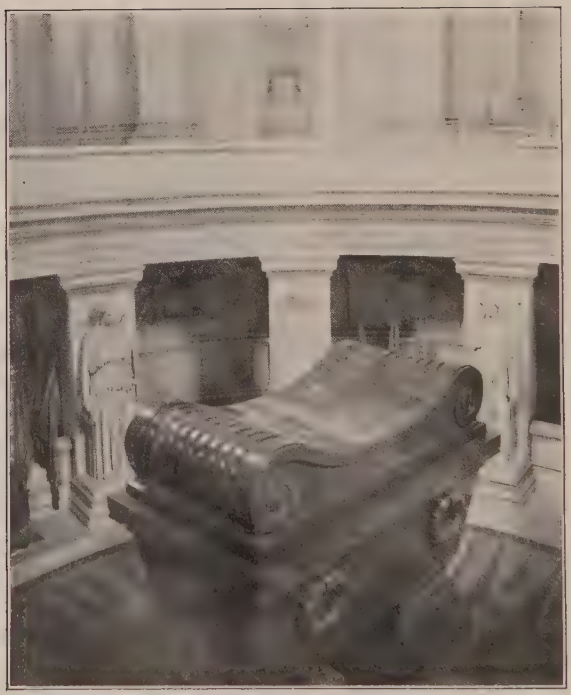


Photo. by Underwood & Underwood

The Tomb of Napoleon

of Melos, although a work probably not earlier than the 2nd Century B. C. is one of the gems of our heritages from the ancients. It is perhaps the statue seen in photographic reproductions more often than any other.

Pallas of Velletri Room (IX) Here are the Bust of Alexander the Great, the beautiful Venus of Arles, found in south France in 1651, a famous head of Homer, the Apollo the Lizard-Slayer, and the Pallas of Velletri. Velletri is a little town near Rome where this Roman copy of a Greek original in bronze was found, in 1797.

Room X—The Venus of Frejus, the Borghese Gladiator and Centaur, the Diana of Gabii and a Marsyas.

Tiber Room (XI) Here are works well-known to nearly every one. The Diana of Versailles, "the Huntress," and the Tiber River God.

At the top landing, as one goes up to the first floor, standing on a pedestal which represents the bow of an ancient ship, stands the statue usually called the finest statue that has come down to us from antiquity, the Victory (or Nike) of Samothrace.

There are over 3,000 paintings in the Picture Gallery and scores of them are works of the very highest merit. The Italian, French and Spanish schools are the ones best represented, and of all the painters Titian would seem to be the one best represented.

Salon Carré (IV) *Raphael's* Castiglione, Holy Family of Francis I, Madonna and Child with St. John (La Belle Jardinière) and St. Michael; *Correggio's* Betrothal of St. Catherine, and Antiope and Jupiter; *da Vinci's* Mona Lisa (La Gioconda, socalled because she was the wife of da Vinci's friend, Giocondo), and Madonna and Christ with Ste. Anne; *Titian's* Allegory, La Maitresse du Titien, Young Man with a Glove (L'Homme au Gant), Francis I, Entombment of Christ, and Christ crowned with Thorns; *Velasquez'* Infanta Mary Margaret; *Veronese's* Holy Family, Christ in the House of Simon the Pharisee, Jupiter hurling thunderbolts (once on ceiling of Doge's Palace at Venice) and Marriage at Cana (a symphony in colors); *N. Poussin's* Diogenes and Portrait of himself.

This room contains more masterpieces than any room in any other gallery.

The Grand Galerie (VI) has 6 bays, A-F, which are full of splendid works by artists of the Italian, Spanish, British and Flemish schools, and the Rembrandt pictures. In fact the Louvre possesses enough pictures by many of the famous artists that an entire room can be given up to each one's pictures alone.

To try to see the collection of pictures with a catalogue will be found both futile and impossible. The best way for all who are not specialists or artists is to go to a dozen or more famous rooms and study them, and see the remainder in a more hurried way.

There are at least three other museums which are very fine, and which, if possible, should be visited. They are the Cluny, adjoining the Sorbonne, where is housed a wonderful collection of mediæval objects of art and industry; the Carnavalet, where one can see a collection that illustrates the history of Paris and the

Revolution. It is the Paris Historical Museum. The building was begun in 1544 and was from 1677–96 occupied by Mme. de Sévigne; and the Luxembourg with its collection of paintings and sculpture by Contemporary artists.

In New York, Chicago and San Francisco, Americans can look upon with pleasure and contemplate with pride the size of the buildings, the power of the transportation, the energy of our people and the superb organization of our business and charitable enterprises. Freedom, utility, bigness are characteristic American traits that are plainly written over our large institutions. We are sometimes surprised when we find beneath the politeness of European tourists traveling in America, there is not the same enthusiasm on his part for those things as with us. America has a meaning to Americans that is not always clear to a foreigner.

It is entirely natural and proper for us to see Paris with American eyes, to judge its life and institutions with our standards. But Paris to the Parisian has an entirely different meaning. It is a city of the past. A city of saint and sinner, genuine heroes and pompous frauds, whose visions and deeds have brought into being a city that has made itself felt throughout the world. It to him is a city whose charms are not confined to the Bohemian cafés and glittering halls of pleasure; to him, the crossing of every bridge, every street corner that he passes, unfolds a sad or glad story of by-gone centuries.

CHAPTER VIII

HISTORY OF THE WORLD WAR

TURNING points in the history of the world are exactly what the word implies. An idea like imperialism, or an institution like feudalism, or a man like Napoleon, collects about itself or himself a force that sweeps along until it threatens to overwhelm everything in its path. Every such onrush, so far in the world's history, has sooner or later been stopped and turned back upon itself. Both the onrush and its obstacle have usually been streams of men in battle array, and their shock of meeting has impressed itself on the eye and mind of the contemporaneous generation and made a picture with so lurid a foreground that the background is often forgotten. But nowadays with Italy claiming territory because it belonged to the Roman Empire two thousand years ago, and with Greece making counter claims based on the conquests of Alexander the Great three hundred years before the Roman Empire existed, and with Alsace and Lorraine still a bone of border contention, as it has been since the time of Julius Cæsar, there can be no lack of background for the latest turning point in the world's history, that made by the World War.

Since before the time of Christ the peoples on either side the river Rhine have been continually at strife with one another. France and Belgium, west of the Rhine, and Britain across the Channel, along with what we nowadays call the Near East, in the first few centuries of the Christian Era became Roman in their civilization. The Roman Empire later broke into two parts politically. After the barbarian invasions in the fifth century A. D. had overwhelmed the West Roman Empire, and after the Turks in the fifteenth century had gained ascendancy over the East Roman Empire, the division was maintained by the adherence of the peoples in West Europe to the Roman Catholic religion and of those in East Europe to the Greek Catholic religion. These two great religious hierarchies still divide Europe equally, the one having arisen on the tradition of imperial Rome, the other around the court at Constantinople. Slowly out from the gloom of the Dark Ages with its feudal form of society, England, France, and Spain appeared as nationalities, while, striving in rivalry for the headship of the Holy Roman Empire, that imperialistic will of the wisp, "neither Holy, nor Roman, nor an Empire," which lured men on to try to grasp and hold a com-

bination of Roman tradition and Papal power, Italy and Germany thus missed their chance to emerge from the Middle Ages as self-contained nations. Next came a period of national consolidation and expansion, and while England and France fought in rivalry, two new powers, Russia and Prussia, rose to sudden influence through the defeat of Sweden and the partition of Poland.

A hundred years ago Napoleon saddled himself upon France and rode roughshod over Europe until England and Germany, united at Waterloo, finally stopped his mad career. His harshness both in victories and in terms made lasting enemies for France. Soon the social unrest, which was a rising protest against autocracy and which as the French Revolution had taken on new life after our Revolutionary War, began again to stir, and two waves of revolution swept over most of Europe in 1830 and 1848, gaining considerable success except in Austria and Germany. During the sixties while our States were fighting to decide whether the United States *are* or the United States *is*, two men, the one a diplomatic and the other a military genius, started Prussia on a path of conquest. In 1864 Prussia and Austria whipped Denmark and got Schleswig-Holstein, in 1866 Prussia in seven weeks defeated Austria and formed the North German Confederation, and in 1870 by means of a falsified telegram, about which he later boasted, Bismarck, the diplomat, maneuvered France into declaring war. Then in a quick campaign General von Moltke, the uncle of the German Chief of Staff at the beginning of the World War, made the French field armies surrender, and Prussia at Versailles dictated to France humiliating peace terms among which were the surrender of Alsace and Lorraine. Germany was captivated by Prussian military success, and the German Empire was created with the King of Prussia as the German Emperor.

Germany had lain for centuries, although never in peace, yet ever in pieces, and comparable in a way to the fabled jointed snake. Prussia, the head, had pulled the pieces all together, and by three swift successful wars had not only connected up but had revivified the disjointed parts of Germany into a living, articulating potent empire which, soon feeling its strength, began to thresh about for room in which to stretch. Germany could choose between Russia and Austria, and it chose to stay by Austria; it tolerated France; it soon came both to fear and to hate England. Its expansion could come by taking to itself adjoining territory, and the territory least able to resist was clearly the small states of the Balkans; or it could come by colonization, but on looking about the world it saw very few desirable places unoccupied. So it decided first to make friends with Turkey, which had borne a charmed life due to the mutual jealousies between Russia and England, and to cause Austria to push on

down through the Balkans, making it clear to Russia that if she helped her Slavic brethren in the Balkans, she would have Germany as well as Austria to deal with. Thus began a rivalry that on several occasions nearly led to war.

Germany next tried to scare France out of some of her colonies, and rival ambitions in Morocco twice might have led to war if England had not let Germany see that she would stand by France. Germany played on Italy's jealousy of France to link her up with itself and Austria, thus forming the Triple Alliance, which was soon answered by the Dual Alliance between Russia and France, and by an understanding between England and France, which brought about what was popularly called the Triple Entente. Soon after William II came to the imperial throne of Germany, he took a new set of bearings, and having declared that "Germany's future lies upon the sea," dropped his old pilot Bismarck and launched forth to challenge Great Britain on her traditional element.

Increased armament in one country, or a change in the period of military service, brought like changes in other countries. Pride, cocksureness, and emulation vied with vanity, irritation, and jealousy in putting a chip on the shoulder of nearly every nation in Europe.

Two groups of powers in Europe were therefore growing continually more at odds with one another. England persisted in believing that the appearance of Germany in shining armor, the shake of its mailed fist, and the rattle of its scabbard, were the acts of a bogie man, and only a friendly tip from Italy kept England's fleet together after the Portsmouth review in 1914. But Germany did not dare to go to war until a sentiment had been created at home that it was being stifled and kept out of its due "place in the sun," nor did it dare to go to war until the Kiel canal was finished. Everything was finally ready to begin war in 1913, but Italy would not agree to Austria's plan of expansion in the Balkans. This justified German belief that Italy would not fight to help its ancient enemy Austria. Germany, however, was ready, but a pretext on which to start was necessary. The assassination by Serbian subjects of the heir to the Austrian throne, the Archduke Ferdinand, at Sarajevo in Bosnia on June 28, 1914, furnished the pretext, and was the spark that started the conflagration. The fire smoldered however for a month. Then Austria's crushing ultimatum to Serbia on July 23 fanned up a sudden blaze. Serbia's concessions, however, and Austria's hesitation at the last minute, threatened to extinguish it again, but Germany's ultimatum to Russia demanding her demobilization, for Russia had already mobilized in support of Serbia, fanned the flame anew. England's attempts at mediation were as futile as pouring oil on fire. Germany had willed a war.

The World War began August 4, 1914, when German troops entered Belgium in violation of a neutrality of which Prussia was one of the guarantors. The neutrality of the United States which had been proclaimed by President Wilson was invaded when the American merchantman *William P. Frye* was sunk by a German cruiser January 26, 1915, the *Cushing* attacked by a German aëroplane April 28, 1915, and the *Gulflight* sunk by a German submarine on May 1. One hundred and fourteen (114) Americans went down with the *Lusitania* on May 7, and 2 more with the *Arabic* on August 19, 1915, and more were killed when the *Sussex* was torpedoed on March 24, 1916. But the apologetic tone of the German notes invited delay, especially the reply on May 4, 1916, to the United States ultimatum of April 18 on submarine warfare methods which seemed to meet the demands of the United States. But on January 31, 1917, the German Government officially notified the United States that "from February 1, 1917, sea traffic will be stopped with every available weapon and without further notice." This being in direct and flagrant violation of the German pledge given after the sinking of the *Sussex,* diplomatic relations were severed February 3 and the German ambassador dismissed. On March 12 orders were issued to arm American merchant ships against submarines, and on April 6 a state of war was declared. Our fleet was mobilized at once and part of it sent under Admiral Sims to European shores to help police the seas, and by May 4 our destroyers were effectively "on the job." The selective draft law was passed on May 18; General Pershing and his Staff landed at Boulogne June 14; the first American troops arrived in France June 28; and on December 31, 1917, there were 176,665 of our men on French soil.

THE GEOGRAPHICAL ASPECT OF THE WAR

The broad and easy approach to France across Belgium was made by Nature; the German attack on France by that route was made on a theory of Military Necessity. From Strasbourg as a base, to enter France through the narrow gap blocked by the forts at Belfort bade fair to be an undertaking both slow and difficult; from Metz as a base, to enter France by climbing a series of steep bluffs in the face of fire, or by pushing through their gaps into the face of Épinal, Toul, and Verdun, which lionlike crouched above them, bade even more surely to be slow if not impossible. From near the Belgian boundary to sweep through that small country and over the unfortified French border across a flat and wellroaded terrain bade almost certain to be a swift and an easy success.

There are those who say that Germany failed to win the World War because it violated the neutrality of Belgium; there

are also those who say that if Germany had on its French border simply held and attacked in the east, Great Britain and the United States would not have entered the war. It is easy to prophesy after the event; it is impossible to prove that a different outcome would have resulted if something that did not happen had happened. But two great facts do stand out as certain: one, that although France expected to be attacked by Germany some time, she trusted an unfortified border to a belief that Germany would not break the neutrality of Belgium, and to the further belief that, if it did, Belgium would make a good resistance, and that England would come to their assistance; the other fact is that the Germans did violate Belgian neutrality and strike over the only good natural route into France.

TOPOGRAPHICAL MAP OF FRANCE

Let us look at a map that shows the lie of the land and see why the Germans did not attack France from Alsace and Lorraine. From Paris to the German border France spreads out between the Oise and the Seine rivers very much like a half opened fan or, to adopt a more unfeminine description, not unlike in shape that of a quarter of a pie. If one should start from Paris and go directly towards Germany on any line keeping between the rivers mentioned, he would go gradually up out of the Paris basin for 40 or 50 miles and then come to the edge of a bluff 200 or more feet high, from where he would see stretching out before him a plateau called the Champagne. After dropping down from the bluff he would go up the slope of this second plateau 30 or 40 miles until it dropped off in a steep bluff to the third plateau, and so on until he came to the fifth and last one out from Paris, which is known as the Woevre. It would have been very difficult for the Germans to have surmounted these successive bluffs, especially as the gaps in them were protected by Toul, Épinal, and Belfort, with their forts, on the farthest rim of the bluffs, while successively behind them lay many others, the most important being Verdun, Épernay, Rheims, Laon, and La Fère.

The German General Staff for years had worked on the theory of a war on two fronts, and had planned in the event of war to defeat France in a whirlwind campaign and then get back in time to meet her ally, the more numerous but the more slowly mobilizing Russians. It had been said and written in Germany that if war broke out, the attack on France must and would be made through Belgium; talk, however, that unfortunately was discounted overmuch by France and the rest of the world. That route through Belgium from the German border to Paris was across 250 miles of flat country, while that from the border in front of Metz was only 170 miles, but miles of natural difficulties

THE DEFENSIVE PLATEAUS OF FRANCE
HOLLAND
GERMANY
BELGIUM
LUXEMBURG
SWITZERLAND
FRANCE
DOVER
CALAIS
BOULOGNE
LILLE
ARRAS
CAMBRAI
AMIENS
ST. QUENTIN
LA FÈRE
LAON
SOISSONS
SENLIS
MEAUX
PARIS
ROUEN
BRUSSELS
LOUVAIN
ANTWERP
NAMUR
LIÈGE
CHARLEROI
COLOGNE
COBLENTZ
MAYENCE
Rhine R.
METZ
VERDUN
TOUL
NANCY
EPINAL
LANGRES
REIMS
VITRY
STRASBOURG
MULHOUSE
Black Forest
Jura Mts.
Geneva
Seine R.
Loire R.
Oise R.
Aisne R.
Marne R.
N
I
II
III
IV
V
VI

plus strongly fortified barriers. The Kaiser's statement, "Belgian neutrality had to be violated by Germany on strategic grounds," showed that moral and political considerations were as chaff before the wind of military necessity.

Belgium had two fortified places on the Meuse river, Liège and Namur, and a field army of about 120,000 men. The Germans began to arrive before Liège on August 4, 1914, but despite a few local successes, Liège proved to be no barrier, for the huge new Krupp guns blew the forts to bits while the German armies passed on each side of Liège, one on Brussels, the other on Namur. In a few days the German advance guard was well into Belgium, and by the 19th had captured Brussels and overrun most of the country, King Albert having retreated with his army to Antwerp. The speed of the Germans who were moving their infantry in motor vans, was so great and the Belgian resistance so powerless, that there was no time for France to come up to the support of the Belgians. But slight as was the check that Belgium gave to the Germans, the very fact of its heroic entrance into the war to preserve its neutrality will ever stand out as one of the finest as well as one of the most decisive acts in the World War. The violation of Belgian neutrality was the overt act that brought England in at once against Germany, and at the same time it earned for Germany the loss of the world's respect, while Belgium's noble stand for national freedom gained the admiration of mankind.

The mobilization plans of France had been made to bring most of her troops back of the forts facing Alsace and Lorraine, only one of her five armies being west of the Meuse, so when the German attack came through Belgium, changes in plan and shifts of men were necessary. England's expeditionary force of about 120,000 men landed in France and took position on a front from Mons to Charleroi, linking up there with the French who occupied a splendid position south of the Sambre river to Namur, and west of the Meuse river from Namur through Dinant to Givet. But the forts of Namur lasted only one day, August 20th, and the Germans in a swift sweep outflanked the British and defeated them at Mons, although the outnumbered British put up a wonderful fight, and also by a frontal attack at Charleroi administered a defeat upon the French, so that to avoid being entirely enveloped, both English and French started their retreat. They were driven rapidly back by the Germans across the Oise, the Aisne, the Marne and were not able to stop until they had nearly reached the Seine.

The German front was composed of seven armies: two in the east, one in Alsace, and one in Lorraine, which were to hold the defensive; in the center, one army under the German Crown Prince in Luxembourg with Longwy as its first objective, and two more in the Ardennes between Luxembourg and the Meuse;

these with the armies west of the Meuse under von Bülow and von Kluck numbering nearly half a million men were to drive against Sedan and Namur and outflank the British at Mons. Germany could not be allowed to do all the attacking, so Joffre, the French commander, for political reasons, as well as to stir up French ardor, ordered an attack in Alsace and Lorraine. This went well for several days, but was soon stopped, the French troops being defeated at Morhange and driven back to their original positions.

During the retreat of the French and English from Charleroi and Mons, Joffre had formed a new army near Paris, and had brought Foch from the east to command the 9th French army in the center of his line. The German right wing had swept on and was now beyond and only 30 miles from Paris, and outside the flank of the French army. It must have been a great temptation to drive for Paris, for the Germans, although winning, were a week late according to a schedule slogan which had considerable vogue in Germany: "3 weeks in Paris, 3 months in London, 3 years in New York." But the German General Staff plan called first for a defeat and capture of the French Field armies; Paris, as in 1871, would then fall like a plum into their hands. The German staff also believed the French and British armies to be badly demoralized because of their long retreat. Von Kluck therefore both to regain touch with the German front and to strike the French in the flank swung to the east, north of and past Paris. Joffre saw the opening and launched the "Battle of the Marne," on a line stretching from Paris to beyond Verdun, a distance of 175 miles.

This great battle, now recognized as one of the most important of the battles of the world, began Sunday morning, September 6, 1914. Up to this moment the German plans had not miscarried, and a greater Sedan was just within their grasp. For three days along this entire front the battle raged, swaying now this way and now that. Maunoury's new Paris army, part of which got to the front in taxi-cabs, struck von Kluck's flank, and if the English army had not been too weary from their long retreat to make an effective immediate attack the German right wing might have been badly crumpled up. Von Kluck however retrieved his tactical mistake and got clear. In fact by the morning of the 9th it looked as if the deadlock would be broken by the Germans, but instead the break was made by Foch in one of those Alexander-Cæsar-Napoleon-like strokes of genius. Hard pressed as he was, so hard pressed that his message to headquarters was "My center is giving way, my right is retreating —general situation excellent, I attack," he swung a division round back of his battle front and from near La Fère-Champenoise drove it "like a knife through cheese" against the crack Prussian guard, cutting them to pieces, and rolling them back into the

death trap of the St. Gond marsh. Forward went the French, driving the Germans back across the Marne, freeing Meaux, Château-Thierry, Epernay, Chalons, then on back across the Aisne, freeing Soissons and Rheims. Farther than that the tired French could not go and the Germans dug in on the north bank of the Aisne and held. There the line stabilized and remained practically the same for almost four years.

Both armies were exhausted. Each had lost over 150,000 men. However, the Marne battle was not as great a German defeat as the French believed, nor was it as temporary a check as the Germans thought. None the less it was a splendid French victory. Against an army flushed with continued success, in fact on the very edge of an overwhelming victory, France, biding her time, after a retreat both long and hard, had finally struck with unexpected, almost unbelievable force, had wrecked the German scheme, and won one of the decisive battles in the history of the world.

As soon as both armies had caught their breath, the same strategy was tried by each commander and the successive attempts of each to outflank the other, within four weeks extended the battle line to Nieuport on the Belgian coast. During that four weeks of the "Race to the Sea" was probably formulated the new German plan to seize Calais and Boulogne, to menace England and to finish the drive on France, of the success of which Germany had been balked by over-confidence at the Marne. So after a swift and mighty concentration of troops by both sides there began about the middle of October the battles of the Yser Canal and of Ypres, often called the battles of Flanders, where a few Belgians who had escaped from Antwerp, the British and the French, for one month fought against the Germans the most intricate and indescribable battle of the war. The Belgians emulated the Dutch exploit against Alva and opened the sluices of their dykes upon the invader; the British and French, caked with bloody mud, fought successive waves of Germans who waded and floundered and charged bravely on. Twenty miles the Germans finally drove the Allied forces back, gaining Ostend and a stretch of Belgian coast destined to be a mighty factor in the war as a submarine base. But although the Germans got the better of the battle, they failed entirely to break the Allied line and to get to Calais, their main objective. The last effort of the Prussian guard to break through failed on November 15th, and Ypres, the "Wipers" of Tommy Atkins, became a great name in British military annals.

Germany had set out almost gayly to smash France, secure in the belief that Russia could not mobilize under six weeks, and that the already mobilized army of Austria-Hungary could keep Russia busy if the completion of the German plans should be delayed a few weeks. Russia in fine loyalty to France sent

two big armies over the east Prussian border even before German guns had battered the forts of Liège to silence. The Russian steam roller began to be talked of in Berlin. Von Hindenburg, however, at Tannenberg defeated one Russian army, capturing 100,000 men, and compelled the rapid retreat of the other. But in Galicia the Russians had won astounding successes over the Austrians. Probably if von Hindenburg had not stopped the Russian drive in August, the French victory at the Marne might have resulted in German withdrawal from France; certainly the Russian successes in Austria and von Hindenburg's difficulties in Poland had a great deal to do with the cessation of German attacks in Flanders in November.

Just after the fall of Antwerp and when it looked as if Warsaw was going to fall before von Hindenburg, Turkey, eager to batten upon the ruin of her ancient enemy, Russia, joined the Central Powers. This was the first of the Allied diplomatic reverses in the Near East. To offset the entrance of Turkey on Germany's side were the loss of the German colonies and the disappearance from the high seas of German fleets and shipping before the Allied sea power.

The year 1914 closed with results quite different from those hoped for or feared when the war broke out. Germany held nearly all of Belgium with a strip of coast threatening England, and most of the industrial region of France, and a strongly fortified trench line 468 miles long from Nieuport on the Channel to Switzerland, and 48 miles from Paris at its nearest point. But Germany had neither defeated the French army nor captured Paris, the two things it had set out to do, and had boasted it would do quickly. Nor had Germany captured Calais, a second objective, formed when it was balked of the first. The great Battle of the Marne had prevented the attainment of the former, the terrible battle of Ypres that of the latter. France, perhaps to its surprise, certainly to its increased morale, had stopped the Germans at the very door of Paris and driven them back. England had lost most of her Expeditionary force, but was raising a large army; she had however done her part on the sea. Russia had done better and Austria worse than had been expected.

1915

Germans must have reflected upon their accomplishments of 1914 and surveyed their prospects for 1915 with amazement. The war had lasted five months instead of a few weeks and there was no end in sight. In the field of politics German seed had borne far from a hundredfold. Austria-Hungary was in a bad way, Italy was sullen, Roumania was a doubtful quantity, Turkey looked more like a liability than an asset. In its economic life Germany was beginning to show the effects of the growing

pressure from the powerful but as yet intangible blockade. But above all, new military problems pressed for solution. The German General Staff had miscalculated both Russian speed and strength. It perhaps thought that its failure to finish the French at the Marne was due to the fact that the blows from the paw of the Russian bear had too quickly become both deadly and dangerous; it certainly felt its troops would have taken Calais in November if it had not been imperative to dispatch forces to bolster up Austria against the Russians. But now it was absolutely necessary to whip Russia and get Austria again on its feet. It hoped to put Russia out of the way during the spring and then come back and finish the fight with France. Meanwhile only enough troops would be left on the French front to guarantee a successful defense.

Russia had done well in Poland against von Hindenburg in the late fall of 1914, and early in the new year she launched a second drive into Prussia, and at the same time another in Galicia against the dispirited Austrians. The first drive was into the Mazurian Lake country of which von Hindenburg knew every foot, and his knowledge stood him in such good stead that he administered a terrible defeat to the Russians, causing them a loss in dead (killed and drowned) of over 100,000 men. But in Galicia the Russians had driven the Austrians back so that by March 22nd they had captured Przemysl and opened the way to Hungary. Von Hindenburg had by the first of May, however, quietly and entirely reorganized the Austrians and put Mackensen in command, who on that date opened on the Dunajec a concentrated fire of artillery that overwhelmed the Russians and brought about the most completely disastrous defeat of the World War. In the battle of the Dunajec and the continuous German-Austrian drive that followed it, regaining all of Galicia by the end of June, capturing Warsaw on August 5, and Vilna on September 18, the Russian losses are believed to have been over 2,000,000 men and 65,000 square miles of territory.

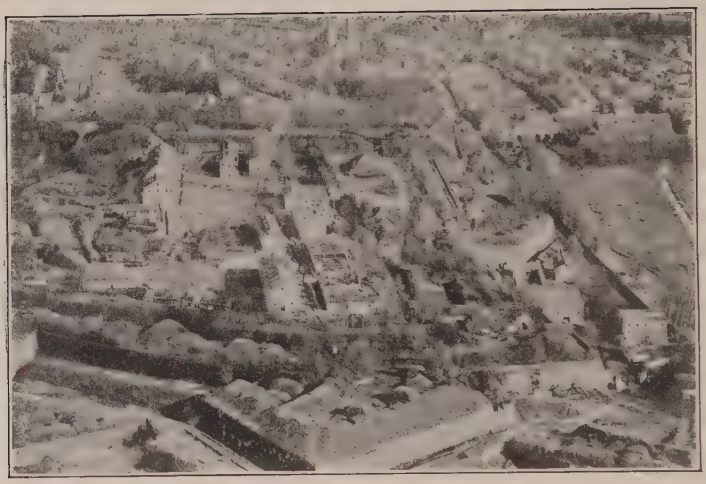
Realizing that it was too late to do much on the western front before winter and knowing that the Allies had no conception of the intentions of Bulgaria and Greece, Germany decided while it was at it to free Austria also from the annoyance of Russia's little brother, Serbia. A combined attack by Austrians, Germans and Bulgarians under Mackensen beginning in October had by December wiped Serbia out of existence.

Germany was also successful on the western front. They held the British who at Neuve Chapelle made a costly mistake; in fact the Germans even countered with an offensive in the second battle of Ypres, where they used asphyxiating gas for the first time. They might even have broken through the Allied line had it not been for the splendid Canadians, who simply ate the gas and despite cruel losses saved Ypres and held the line.

War Fronts and Areas Superimposed on U. S. A.

Twice more during the summer the Allies tried to pierce the German line, but both times without success; the French offensive in the Champagne not getting very far, and the English drive at Loos for the coal city of Lens being so costly and disastrous that the English commander was retired and Sir Douglas Haig put in charge.

The year 1915 therefore was a German year all through. She had brought into being a Middle-Europe, an empire larger than Napoleon had ever dreamed of. More than 100,000 square miles of Russian territory occupied, 30,000 square miles of Austrian territory rescued, 40,000 square miles of Balkan territory controlled, a hundred square miles of territory for them to every square yard for the French and British; Russia out of it, England not getting "Kitchener's Million" along fast enough to cause any worry, Roumania and Greece safe, and Italy not likely to be very troublesome, France alone was still strong and resolute



Verdun

Allied Tank in Action

but hardly dangerous. No wonder Germany considered the war as won.

1916

So different was the German outlook for 1916 from that of 1915 that the Germans could scarce believe their eyes. Their dream of a Middle Europe Empire had come true. The outside world had been fed up on Allied reports and believed Germany depleted, dejected, all but defeated, but Germany, knowing its wonderful success, believed the Allied reports were "vain boasts and idle prophecies to cover chagrin and despair." The Germans were in 1916 surer of themselves than they had been in 1914.

With no distractions or dangers from the east to fear, Germany believed that France at one more great blow would fall. On the Allied side nothing of this German exultation was understood. France felt stronger than ever, England was getting stronger every day and for both England and France the great struggle had become a moral and spiritual contest in which their existence was bound up with the victory they expected to win. So the year 1916 began with high hope on both sides, but with each side overestimating itself and underestimating the other.

On February 21, 1916, the German Crown Prince, with the most stupendous concentration of men and guns so far in the war, opened a surprise attack on Verdun. As was later found out this concentration had been started early in the preceding year. It was directed from Metz because that was a great base and fortress from which since 1870 there had been unchallenged access to the Woevre plateau, and which since the drive in 1914 controlled the salient that touched the Meuse at St. Mihiel, and because forces and artillery could be brought within easy striking distance of the French line and yet kept there with secrecy. It was directed at Verdun because this was a great French fortress on the retention of which France laid great stress, and more particularly because the French at Verdun were very close to the German iron fields in Lorraine and the Germans well knew the intense French desire to regain their "lost province" as well as its coal deposits. They were therefore compelled to keep more men than they liked at Metz against what they believed to be a great French threat.

The drive of the Germans was for three days irresistible and when they reached Fort Douaumont, from which they looked right down upon Verdun, their goal, four miles away, the capture of the place seemed to both sides to be a foregone conclusion. But although the French high command at first considered seriously giving up the place and falling back to the more easily defended positions on the south side of the Meuse, the determination was made on grounds more of moral than of military impor-

tance to hold the town at all hazards. For months the devoted city endured a hail of shells, but its defenders in their underground city and the men in forts covering it had adopted as their motto Pétain's incomparable phrase, "They shall not pass," which as the weeks and months went by gleamed the brighter in its letters of fire as the French epitaph over the grave of Germany's vaunted military invincibility.

The German belief that it had beaten the east into submission proved to be a mistaken one, for the Russians launched another great offensive against Austria in June, and the Italians followed suit in August, both drives meeting considerable success, that of the Italians being convincing enough to bring Roumania into the war on the Allied side.

The real answer to the Verdun drive however was the great Somme offensive which began July 1st, at which time the French and British thought they had men and ammunition enough for a terrific drive that would break the German line. The immediate objective for the British was Bapaume and for the French Peronne. The attack was a powerful one and stopped the flow of reinforcements to Verdun, perhaps even took some German troops from there, but despite the bravery of the Allied forces and the success which the new "tanks" won, the French and English could not get through the third line of German defense with its novel "pill box" system of fortifications, and the narrow strip of territory won was not at all in proportion to the terrible losses sustained.

Following their failure at Verdun the Germans arranged for an attack on the new Allied power, Roumania. In December the armies of the Central Powers swept into Roumania, capturing Bucharest, the capital, on the 6th, and by the 15th of January had utterly crushed Roumania.

So far as the western front was concerned the year 1916 therefore showed no change. The Germans did not break through at Verdun, nor did the Allies break through on the Somme, although both sides came within an ace of doing so. Both also believed that with just a little more preparation and a few more men their efforts would have been covered with success. But the "butcher's bill" had been startling, the furnace at Verdun having consumed men at a terrible rate, and the narrow five mile strip won by the Allies at the Somme at the rate of a mile a month had been at the frightful cost of over 100,000 casualties a mile.

In other fields the Allies had little with which to console themselves. The only bright spot on the horizon was the naval battle off Jutland on May 31st, in which although the British fleet lost the more tonnage, it sent the German fleet scurrying to its base and so shook its morale that it never put out to sea again until it filed out in disgraceful surrender. But in the east the clouds hung dark and low on the horizon. A British army had sur-

rendered at Kut-el-Amara in Mesopotamia to the Turks, and this coming on the heels of the Gallipoli fiasco of the year before and the inability of the Allies to save Serbia threatened to ruin the prestige of England in India and Egypt. The successes of the Russians and Italians against Austria had also been far more than counterbalanced by the obliteration of Roumania with the concurrent capture of the Roumanian oil fields and much raw material needed by Germany. A balance of the year 1916 showed that Germany had increased her material credits and could look back on the year with nearly as much satisfaction as it had on the year 1915. Still the year had finished with a decision seemingly no nearer than ever, with the armies on both sides chagrined because of the great losses in men at small gains in territory, and with the peoples behind the armies restless and a bit suspicious of military claims and promises.

1917

The Germans looked ahead confidently to the new year, despite the fact that the overconfident Kaiser had several times in the past promised that the next great drive would be the last. It looked to the Germans as if the war was won. Everything in the east was safe, and it was only necessary to follow their grim harvester of death and reap the rewards of their labor. Their lines in the west too were holding securely. After three years Great Britain, only a few miles across from France, occupied but a very small part of the French front—it was not until March 4 that England took over nearly one-fourth of the front—and British strength did not seem to be materially on the increase. So Germany decided to hold again on the western front and to start at the same time two powerful offensives, one with submarines against its most hated enemy England, and one with an offer of peace, which if refused would strengthen its hand both at home and abroad, and if accepted would leave it in secure possession of the Central European empire it had almost unwittingly created.

The Allies on the other hand knew that their strength and equipment were on the increase and that they had won in the hearts of their own peoples a marvelous moral victory by creating a dependence on a belief in ultimate success. The Somme attack had shown that the German lines could be taken, the Verdun defense had shown that the German mass attacks could be stopped.

The campaign of 1917 really began December 2, 1916, with the launching of the German peace offensive. It was an offensive peace and was officially repulsed as "empty and insincere" by the Allies on December 30. What was the offer made for? At the time it was not clear, but it is clear enough now. It was to solidify the morale of the people at home and it was to shatter

the morale of the people in both warring and neutral countries; it was the clever addition of a diplomatic and social attack to the military attack. The peace offer struck a responsive chord in the breasts of socialists and pacifists all over the world, and it did seem at first to offer rest to a war weary world; it even elicited a "peace without victory" note from the United States. The great success however of the German peace offensive was not really recognized until Russia, beginning a revolution March 11, meeting disaster in Galicia in July, its Provisional Government under Kerensky being overthrown November 7 by the Bolsheviki, collapsed utterly and on December 15 signed an armistice at Brest-Litovsk.

Up to January 1, 1917, the German submarines and mines had sunk 5,034,000 tons of Allied merchant ships. The success of submarine warfare seemed absolutely patent, and great numbers of submarines had quietly been built. England, however, still held the seas and the war could not be allowed to stop until Germany's new submarine craft should teach the British supermarine power a much needed lesson. True, it might affront the United States, but why should Germany worry about such a possibility on the part of a country 3000 miles away, with not a particle of preparation made for war? It could keep America placated with apologetic notes and hope that the discussion of the offer of peace to France and England would help to keep the United States supine. If for any reason it failed, America, like England, could not raise an army under three years, and even then lack of shipping and plenty of submarines would prevent American soldiers and supplies from ever reaching the battle front. The time it took to raise and train an army they knew by experience, the impossibility of transportation across 3000 miles of water was clear according to their judgment. Such was the egotism of the great German General Staff.

The vicious and threatening character of the submarine campaign began at once to appear. During the first five months of the year the German U-Boats sunk 3,856,000 tons of Allied shipping, nearly four-fifths as much as the total sunk in 1914, 1915 and 1916 combined. The German announcement of unrestricted submarine warfare was made on January 31, 1917. That broke their promise to us, and made our entrance into the war no longer a question of uncertainty. On April 6th the United States took up the German gage of battle, and entered the war, not to rescue our Allies, not to gain fame or profit for ourselves, but to fight on the side of right against wrong.

The first battle news of the spring was encouraging to the Allies. The British retook Kut-el-Amara on February 24, then Bagdad on March 11; a harbinger it seemed of greater things to come. Dire, however, was the news that came. The Czar was deposed on March 15 and a Russian revolution suddenly opened

All Aboard for France

Chaumont—Brain Center of A. E. F.

the eyes of the Allies to the vast successes gained by German diplomacy. More disheartening still was the success of the German withdrawal March 17–19 back to the Hindenburg line and the evacuation of a territory 13 miles deep on nearly a 100 mile front between Arras and Soissons which the French and English had intended to take in the most ambitious drive they had yet planned. This unexpected German retreat threw the Allied attack out of gear for a time, although not six months as the Germans expected. A few days after the United States entered the war the delayed drive started, that of the British on April 9 at Vimy Ridge, and that of the French in the battle of the Aisne between Soissons and Rheims April 16, but both gained so little that the attacks were discontinued in May, and "nibbling" was adopted instead. This new method of attack definitely developed into a campaign of attrition.

The great need of a centralized Allied command never showed more clearly than at this time. The Allied drive in France was over for the time being, and it had been a failure. Yet on its heels the Italians began an offensive against Austria. That too, was soon brought to a stop.

Seven days after the British in a local success blew up Messines Ridge, south of Ypres, General Pershing, on June 14, landed in France, and on June 26, the first contingent of our soldiers, 5,625 from the 1st Division of the Regular Army, arrived at St. Nazaire.

Upon the declaration of war, April 6th, greatly to Germany's surprise, practically the entire 110,000,000 people of the United States set themselves to do a quick and a great task with the unanimity and equanimity that characterize the Anglo-Saxon at a time of urgent need. The immediate and the steady cry was for results. Our Navy was the force that could be most quickly mobilized, and it went to work at once with the British fleet. Our Army had about 100,000 trained Regulars and about 125,000 National Guard Troops. Immediately results were asked from them. Some went overseas and others were kept to train the new men. Our financial resources were ample and results in this field exceeded expectation, for we found we could finance our projects and loan to the Allies, also, which was done at the rate of about $12,000,000 a day.

We had no boats in which to transport across 3000 miles of submarine infested water men by the million and ammunition and supplies by the million tons. Keels were laid, however, with astonishing rapidity just as soon as the initial friction over the kind of ships was overcome. At the same time it must not be forgotten that Great Britain took over about one-half of our men in her ships.

When the war began our industries were not making war equipment, but they were at once converted. Camps and canton-

ments in which to train our soldiers at home sprang up like magic, and in France schools were soon established at Langres, at Saumur (artillery), and Issoudun (aviation), where our own instruction was supplemented by that from officers and men chosen from and lent by the British and French. Our soldiers had to study the new methods of trench warfare and the use of gas, and had to practice the dodges used in cleaning up trenches and throwing grenades. We were supplied with equipment we lacked. Our artillery was insufficient; the French let us have enough artillery to equip 30 divisions, but it is worth remembering that not one piece of divisional artillery from the United States had reached the front by the date of the armistice.

About midsummer the British opened a new offensive in Flanders designed to capture the submarine bases of the Germans at Ostend and Zeebrugge, but after some minor successes the attack broke down because of the terrific losses of men. Again in November and December the British, in the Battle of Cambrai, tried to break the German lines with the aid of tanks, which were for the first time used in considerable numbers. The tanks did more than was anticipated, knocking out everything in their way, and if the English had had infantry ready to exploit the successes of the tanks they would have gone through the German line.

In the East the British took Jerusalem on December 9, but although regaining for herself the prestige lost the previous years at Gallipoli and Kut-el-Amara, the Allies in general were brought to the very verge of despair by the entire elimination of Russia by German military force and diplomatic intrigue, and by the dreadful disaster at Caporetto in which the Italians were so overwhelmed by the unexpected rush of the German-Austrian armies that they not only lost all the territory they had won in two years, but also 250,000 of their men as prisoners and over 2000 pieces of artillery. Only winter and quickly rushed French and British help saved Italy from a great disaster.

The year 1917 was a year on which the Allies could look back with little pride of success. Russia had been entirely disposed of. The United States, rising in Russia's place, was a hope for the future. Germany figured it would be 1919 as the soonest that American participation could be an appreciable factor, and before then Germany would have won the war.

The year had demonstrated that the Allies could not break the German line with its intricate network of fortified trenches and carefully placed "pill box" supports. If the war should result in a draw, it would leave Germany secure in the occupation and exploitation of a territory in Central Europe that in size and imperial prospectivity transcended the most grandiose dream since that of Alexander the Great, yes, a greater empire than those

seen in the travels and dreams of Hadrian the Grand, or Napoleon the Greedy.

The entrance of the United States into the war sealed the fate of Germany. "The third and heaviest crisis of the war, provoked by the appearance of the American armies in Europe, overpowered us. The end had come," wrote the official war critic of the German government. When we entered the war our new allies on the western front were harder pressed than we knew; England worried because of losses from submarines, and France feeling the loss of man power. Consequently America with her vast resources and unlimited man power was expected to turn the tide of battle and overwhelm the forces of the greatest of the Central Powers. It was the plan, therefore, as adopted in an Allied conference, July 26, 1917, of French and British, to stand on the defensive during 1918 until our troops had arrived in goodly numbers.

1918

When the war began in 1914 Germany had pitied France for its decadence and loss of spirit; its pity became amazement when it found that "to bleed France white" acted more as a tonic. At first it derided England's "Contemptibles," and smiled at her home troubles and her slow movements; its derision became "Gott Strafe England" hatred when it discovered that England and all her colonies were a unit and were in the war to stay, but not to stay put. Germany laughed at the United States when we went in; but its laughter was soon to tone down in astonishment and then die out in apprehension. What Germany learned about America's preparations is the answer for the German meant-to-be-knock-out drives in 1918. It expected to put France out in 1914, but had to shift eastward and stay there through 1915. It intended to knock France out at Verdun in 1916; it parried blows in the west in 1917 because it was fighting a more profitable battle in the east. Now in 1918 it was compelled to put every ounce of steam it had into its blows to beat France and England, if not into submission, at least into jelly, before the United States could land a blow. It nearly did it.

By the end of 1917, there were 176,665 American troops in France. On November 3rd, in a German raid the first American soldiers to lose their lives were Corporal Gresham and Privates Enright and Hay. On January 19, 1918, our 1st Division entered a sector north of Toul, the 26th entered the line early in February near Soissons, the 42nd on February 21, near Lunéville and the 2nd of March 18, near Verdun. Therefore on March 21 we had four first-class divisions undergoing front line training. Altogether in France the Germans had when they began their great offensive a numerical superiority over the Allies of about 300,000 men.

FIVE GERMAN DRIVES OF 1918.
COLOGNE
AIX-LA-CHAPELLE
BRUSSELS
LIEGE
MEUSE RIVER
NAMUR
OSTEND
NIEUPORT
YPRES
DUNKIRK
CALAIS
BOULOGNE
LILLE
LENS
DOUAI
CAMBRAI
ARRAS
ST QUENTIN
MEZIÈRES
SEDAN
LAON
LA FÈRE
SOISSONS
COMPIÈGNE
RHEIMS
CHÂTEAU THIERRY
CHÂLONS
AISNE RIVER
MARNE RIVER
HINDENBURG LINE
METZ
VERDUN
ST MIHIEL
TOUL
NANCY
ÉPINAL
CHAMONT
AMIENS
DIEPPE
ROUEN
LE HAVRE
SEINE RIVER
PARIS
FURTHEST ADVANCE OF GERMANS 1914
SCALE 0 25 MILES

From the frequency with which the question is asked, it can not be generally known why the Americans were assigned to the part of the front east and north of Rheims and Verdun. Prior claims and a map will clear up the matter. England had all along been using the northern ports of France, Calais, Boulogne, Havre and Dieppe, and the railroads from them. France was using all the north and south railway lines to bring up men and supplies. The southern ports, Brest, St. Nazaire, La Pallice, and Bordeaux, were not being used, for they lacked facilities for accommodating supplies for an army of millions. From those ports, however, little used railroads ran south of Paris to the northeast of France. The decision as to where the Americans should go was an inevitable one. Plans to enlarge the docking and warehouse space to handle supplies for 4,000,000 men were at once begun. In November, 1917, Bordeaux could handle 26,000 tons of freight a day; in November, 1918, over 236,000 tons were being handled there daily. Intermediate and terminal supply depots were fixed, among others one at Gièvres with 100 miles of railroad siding, and another at Is-sur-Tille with square feet of storage floor enough to house supplies for 700,000 men. Inasmuch as our troops therefore would inevitably take over a sector of the front which could be supplied and fed from the termini of the only French railroads available, our Army Headquarters was established at Chaumont, about 75 miles south of Verdun.

On March 21, 1918, the Germans began the first of their five desperate, powerful and successful drives. Twice before they had struck France with terrific force, relying in 1914 upon their speed and previous preparations, and in 1916 at Verdun on their great concentration of men and guns, but in both instances they had failed of their purpose just as they seemed on the point of winning through. Now in 1918 there must be no failure. Ludendorff's genius, a stupendous concentration of guns, a superiority in number of men, the Kaiser, von Hindenburg, all the newspaper men necessary, all were there who could direct, inspire or fight, or spread the glad news of victory.

FIRST GERMAN DRIVE

A Smashing German Success

The place chosen for the German attack, on March 21st, was along a 50 mile front from near the coal city of Lens to La Fère on the Oise river. Just back of this line were the important road centers of Douai, Cambrai and St. Quentin. The immediate objectives were Arras and Amiens, and the ultimate one was two, either to strike east for Paris or west to the coast at the mouth of the Somme river, and then push the English into the sea and capture Boulogne and Calais. The strategy of the attack was based on two additional things of note: their left would be covered

by the Oise River, and that river, one might say, separated the junction of the French and English Armies. The German attack was to be a surprise. It was. The battle divisions of the Germans who had been training for months for this very attack 60 or more miles back of the lines, marched up during three or four nights before the battle, and when their 64 divisions struck 19 British divisions, the impact was tremendous and irresistible. In three days the Germans overran the territory that the British had spent four months to gain and consolidate. The weakest stretch in the British line was that held by the 5th Army, which was badly defeated, and but for the quick and splendid work done to plug the gap with a scratch corps—American engineers gained fame in this part of the fight—the Germans might have broken through. But they did not. The dogged tenacity of the British little by little narrowed and slowed down the German attack which after reaching the great depth of 35 miles at its farthest point near Amiens, came on April 1st slowly to a stop. The critical situation had however brought about the one thing most needed and most necessary to the Allied cause, namely concentration of authority. General Foch was appointed Commander in Chief of the Allied Forces.

SECOND GERMAN DRIVE

Battle of the Lys (or Armentières)

A Tactical Necessity, an Initial Success, a Final Failure

On April 9 after two days' heavy bombardment, of which 60,000 gas shells formed part of the German preparation the night before the attack, the second German drive based on Lille began on a 30 mile front extending from near Ypres in Belgium to La Bassée in France. Right in front of Lille lay Armentières and to the north was Ypres with Mt. Kemmel, Messines Ridge and Passchendaele Ridge protecting it. For four days the drive south of Ypres went on with great success and again the British, although taking terrible toll from the Germans, had to yield as much ground per day as they had formerly won per month. But by the 19th the German drive had again nearly come to a stop. But it was only to get a fresh start. Ypres yet stood in the way of the advance to the Channel. Kemmel Hill, 464 feet high, six miles southwest of Ypres, was the key to that city as well as one of the most important strategical points on the entire front. The fight for it was terrific and it was not won except over the dead bodies of an immortally gallant French regiment. But beyond that the Germans could not go; the British line was not many miles from the Channel, but there, with "their backs" as it were "against the wall," the English put up one of their best fights in the war. The Germans had again failed to break through. How

American Soldiers Help Paris Celebrate, July 14, 1918

very different an end to this six weeks' drive when compared to the six weeks in 1866 in which Prussia had whipped Austria, or the less than six weeks in 1870 extending from the attack on France to the French surrender at Sedan.

The Germans for a month after the capture of Mt. Kemmel on April 26 kept up a steady artillery fire along the whole front but made no infantry attacks in force. The lull was ominous. Foch knew that Ludendorff was preparing for another big drive, but where it would come he had no idea. Meanwhile he kept hammering back a little here and a little there, flattening out small salients and feeling for the German concentration. American divisions had been scattered along the line due to General Pershing's unselfish offer on March 28th, and they had given an excellent account of themselves wherever they had been put in.

It was not long, however, before the Americans had their chance to go it alone. On May 28th the 1st Division recaptured from the Germans the village of Cantigny. This was the first important offensive operation in which our soldiers figured alone, and its immediate success, coming as it did at a very critical time, had a wonderful effect upon the morale of our allies. It demonstrated beyond question to them the fighting qualities of trained American soldiers, and it put a decided crimp in the Germans' belief in their own invincibility. (For description of Cantigny and the battle, see page 119.)

THIRD GERMAN DRIVE

A Splendid but Overswift and Overconfident Dash

On May 27, the day before the Cantigny fight, Ludendorff struck along the Aisne River with 400,000 men and began his great drive straight for Paris. This time the Germans were not going to be stopped. They made 5 miles the first day, pushing the French off the splendid position of Chemin-des-Dames; 7 miles the second day, crossing the supposedly defendable Aisne on a front of 25 miles; 7 miles again the next day; 3 miles the next; and on May 31st, the fifth day, they raced over the tremendous distance of 9 miles reaching the Marne River, their front having however gradually tapered to a breadth of less than 10 miles. None the less the Allies were facing the gravest crisis since 1914. Again Pershing had put his army at the disposal of Foch, and Memorial Day, 1918, will forever remain fixed in the minds of the men of the 2nd and 3rd Divisions as the day that orders came to "move by bus to new era." That new era was Château-Thierry, and there where the main road leads on through Meaux to Paris these two divisions won immortal fame by stopping and driving back the rushing tide of exultant Germans. (See description of Château-Thierry fight, page 104.)

By June 6 "stabilization" had again been brought about and

the third German drive after reaching a depth of over 30 miles was definitely over. Indeed the enemy could not hold all the ground he had won, for the American 2nd Division having started, could not be stopped, and by stiff steady work, enlivened by the rivalry of the Marines and Regulars who made up the two infantry Brigades of the division, Belleau Wood was captured on June 23rd and Vaux on July 1st.

FOURTH GERMAN DRIVE

An Unsuccessful Sidestep

The second German drive, in Flanders, was a logical continuation of the first. Just so the fourth drive begun June 9th was a supplementary drive to the third. It was made on a 16 mile front between Noyon and Montdidier and although attack after attack was made, a five mile gain was the most the German best could make. Paris was only 39 miles away, but it was still just beyond reach, just as were Calais and Amiens when earlier drives had been stopped.

It was maddening to the Germans, for their goal seemed always just to elude their grasp; it was humiliating, for they had begun their drives with high hopes of success; it had now become desperate, because their losses had been very heavy, nearly all their divisions had been used more than once, and, worst of all, Americans were arriving in France in alarming numbers.

FIFTH GERMAN DRIVE

A Fizzle

Foch knew that the Germans still had available an army of maneuver of over 600,000 men and that they were preparing for another drive. It might be launched at the British to reach the Channel, or directly at Paris, or on either side of Paris. The Germans chose to strike on a fifty mile front in Champagne, Rheims being nearly at its center, where a successful drive would take Épernay and Chalons, squeeze Rheims and its salient out of existence, and give them the choice of driving for Paris between the Marne and Aube-Seine Rivers, or of outflanking Verdun and the Allied line to the east.

Paris had been celebrating Bastille Day, on the 14th of July, the great French national holiday, and American troops who had fought in Belleau Woods had been detached and sent in to Paris to honor France by appearing in the procession.

After midnight Paris again heard the roar of artillery that betokened a coming German drive and the heights of Montmartre were thronged by Parisians who watched the threatening fitful glare in the heavens.

At midnight the Germans opened a terrific bombardment on

the French line above Rheims along a front of 30 miles. It was an inferno on earth and its density was such that it would be deadly for the French whether they stayed in their trenches or tried to retreat. The hours went by. In five minutes it would be 5:25, the German zero hour. Just as the watches of the Germans showed 5:20, French artillery opened up on the trenches where the German soldiers were crouched ready in five minutes to "go over the top." It was a deadly surprise. But it was nothing to the surprise ahead of them. At 5:25 over they went to attack an enemy paralyzed, as they supposed, by the bombardment under which they had been. Except for scattered machine gun groups which poured in on the Germans deadly streams of bullets, there was no one in the French trenches. General Gouraud had learned from prisoners at 10 o'clock the night before, the German plan, and had moved his troops back several miles to his next position. The German artillery had been bombarding empty trenches and vacant territory. Their drive was a blow in the air and it failed.

From Rheims to Château-Thierry the German attack was at first more successful. It drove across the Marne at several places, pushing men of the 3rd division back at one point. The French command started a retirement, but the Americans courteously but firmly disregarded the command, and the 38th Infantry "wrote one of the most brilliant pages in our military history" by defeating and driving back across the river those they did not kill of German divisions which had surrounded them on three sides.

By the afternoon of the 17th, the German attack had been stopped. This had begun as the most ambitious and impetuous of their drives, and yet it had lost its force entirely on the third day, and its farthest advance, 4 miles, was less gain in ground than on a single day in some of the previous attacks. Foch was again fighting on the Marne and his lightning blow at the decisive moment there in 1914 must have been in his mind. It was again a decisive moment. Foch seized it and the TURNING POINT of the World War had come.

THE TURNING POINT

Before beginning the story of the 117 days in which the Allies struck and drove and defeated the enemy which for four long years—less 18 days—had steadily kept the initiative and had continuously held the upper hand, will not an attempt to gather the threads of the narrative together be both welcome and worth the while?

The Germans had twice tried to crush France, first at the Battle of the Marne in 1914, and again at Verdun in 1916. Both attempts had failed. The offensives of the French and English however had had no better success. Both sides therefore thought themselves justified in a belief that their defense lines were un-

breakable, yet each side had come so near to breaking through the lines of the other, that both were also justified in believing that with more men, better plans, and a wider attacking front they could break through. Germany had won the war in the east and by midsummer of 1917—too late however for a decisive action that year—was free to transfer to the French front practically the entire army that had been fighting on the Russian front. The United States had entered the war shortly before Russia had been forced to quit. On these two great facts were based the plans of campaign for 1918.

The Germans therefore decided to finish the war in 1918 on the western front for two reasons at least: first, they would have a large numerical superiority over the English and French, and their reinforcements were soldiers fresh from victories, and second, there could not enough Americans arrive in France during 1918 to make any appreciable difference.[1] The French and English also therefore decided to hold the defensive during 1918 while the Americans were coming, then to make their victorious advance in 1919.

The arrival of Americans in France in 1917 and early 1918 in what may seem to have been small numbers is connected with the Allied plan. Men could be drafted, clothed, armed and partly trained in the United States faster than the necessary divisional or corps artillery, airplanes and machine guns could be made. Shipping was entirely inadequate, and to get our shipbuilding program to the point of delivering more tonnage than the submarines were sinking would take some little time. Nor did our people look with favor upon sending over our more recently recruited or drafted divisions without their necessary divisional equipment, and above everything else, without training. Nevertheless we were up to schedule, and even a bit ahead, in accordance with the understanding that we send over 2 divisions a month.

Such was the situation when the spring of 1918 opened. On March 21 the Germans struck with a drive tremendous in impact, terrific in force, and swift in movement. This drive was against the British and the situation grew at once very grave as the Germans kept plunging on. We had made already in January, a "subdivision" plan by which the British were to transport 6 of our divisions without interfering with our regular shipping program, on condition that they would get their training and experience with the British divisions. By April 2 it

1 In a recent book Ludendorff implies that the German drives of 1918 were the last throws in a desperate game of chance, and that Germany was staking everything on them. Of course, his knowledge of internal conditions in Germany must be taken into account. But Germany had been staking its all ever since the war began, and it was, in 1918, with the reinforcements released from the Russian front, and trained for these particular attacks, in a better position to drive through in France than it had ever been. Despite Ludendorff, it may well be believed that the Germans expected to win the war in 1918.

was found necessary to give preferential transportation to infantry and machine-gun units, the French to furnish the necessary artillery. The French and Italians also made urgent appeal for Americans to be put with them as replacement units. Our men seemed to be needed all along the line.

Then the second German blow fell, again on the British. Then came the third one, and it made such rapid headway towards Paris that a panic seized the city and nearly a million of the inhabitants deserted it. A message sent June 2nd to President Wilson, signed jointly by Lloyd George, Clemenceau, and Orlando, will make clear the state of affairs:

> We desire to express our warmest thanks to President Wilson for the remarkable promptness with which American aid in excess of what at one time seemed practicable has been rendered to the Allies during the last month to meet a great emergency The crisis, however, still continues. General Foch . . . points out that the numerical superiority of the enemy in France, where 162 Allied Divisions now oppose 200 German divisions, is very heavy, and that there is a great danger of the war being lost unless the numerical inferiority of the Allies can be remedied as rapidly as possible by the advent of American troops. He places the total American force required for this at no less than 100 divisions, and urges the continuous raising of fresh American levies of not less than 300,000 a month.

We had been sending about 40,000 men a month. We at once began sending 300,000 as requested.

THE ALLIED COUNTER DRIVE

An Irresistible, Unrelenting, Incessant Advance

On April 3rd General Foch had been selected as Commander in Chief of the Allied forces. By July 18 the arrival of Americans had brought the Allied forces to a number approximately equal to that of the Germans. For a month before that date Foch had been preparing to counter attack when the right moment came, and being a genius he recognized it when it did come. The enemy had not recovered from a stupor of surprise at the failure of their drive of July 15th on a 50 mile front on both sides of Rheims. Foch was ready. In fact he was ready in a half dozen places where one side or the other, a German salient offered a spot both inviting and vulnerable. But a sure, an unerring, and a deep thrust with which to begin the counter offensive was absolutely necessary. Foch had the right men in the right place for his opening thrust.

Below Soissons and in the Cotterêts Forest were the 1st and 2nd American and the 1st French Moroccan divisions. Foch thrust these fierce and eager troops against the Germans in a lunge as brilliant in conception as it became in execution. With no preliminary artillery bombardment to warn the Germans of an impending attack, but following hard upon the sudden burst-

ALLIED FINAL COUNTER-DRIVES OF 1918.
COLOGNE
AIX-LA-CHAPELLE
BRUSSELS
LIEGE
NAMUR
SEDAN
METZ
TOUL
NANCY
ÉPINAL
VERDUN
ST MIHIEL
MEZIERES
RHEIMS
CHALONS
CHAMONT
CHATEAU THIERRY
COMPIEGE
SOISSONS
ARRAS
DUNKIRK
CALAIS
BOULOGNE
AMIENS
DIEPPE
ROUEN
LE HAVRE
PARIS
SCALE 0 25 MILES

ing of their barrage, they dashed forward. In their persistent impetuosity these divisions lost fifty per cent. of their officers and men in killed and wounded, but in 4 days they advanced 7 miles, capturing over 7000 prisoners and 100 guns, and cut the German main road of supply between Soissons and Château-Thierry. It was a shrewd sharp thrust, and the German line from one end to the other felt it.

And now began a contest, the deadliest and yet the prettiest in execution that the world has ever seen. On both sides of an undulating line over 500 miles long were more millions of tried and efficient fighting men, with more terrible and deadly weapons, than had ever lined any battle front in the world's history. Thousands of men were hidden in deep dugouts and tunnels; ironclad tanks emitted streams of fiery death as they crawled like antediluvian monsters over trench and through wire and copse; gas throwers belched forth poison shells and fumes; death rode lightning fast and sky high with thousands of intrepid young aviators who darted on their missions like falcons after prey.

It is so tempting as to be almost justifiable to compare Foch and Ludendorff as exemplifying the best that Allied and Teutonic strategy and military genius had to offer. Foch fought like a wary swordsman against a dangerous giant with a mighty club. After receiving five heavy blows from the bludgeon he had regained his breath and strength and now begins first to thrust sharply at one vulnerable spot after another, and finally pressing forward, lunges with ever greater force until he delivers a mortal thrust. Or, like a boxer against a slugger, Foch, after 5 rounds in which he had been pushed to the ropes, comes up fresh and by better headwork and quicker footwork, gets in a tap here and a counter there, and then follows a succession of quick stinging blows with jabs and uppercuts that send the slugger down for the count. Or, Foch was like a master playing chess with an opponent who had put up a screen behind his pawns, and who could move his pieces to any position, while Foch had to keep his pieces deployed to meet an attack at any place. He finally wins because the opponent moves his pieces into positions either inextricable or where he must lose pieces for pawns. To be sure, none of these comparisons are entirely satisfactory, but the fact remains that Gallic strategy outpointed, outfought and outplayed the Teutonic.

In broad outline the Allied counter drive from July 18 to November 11, 1918, extended from St. Mihiel to the English Channel, the Americans on the right, the French in the center and the British on the left. There were French troops in other sections and some Belgians near the coast, and Americans along the front at several places. From July 18 to August 6 eight of our divisions, comprising about 30% of the entire force, fought with the French in the Aisne-Marne Battle, and 3 remained in

that sector from August 18 to November 11 in the Oise-Aisne Battle, both of which together are popularly known as the Second Battle of the Marne. From August 8 to November 11, two of our divisions and part of a third were with the British in the Somme fight, while four divisions were still further north on the Lys near Ypres from August 19 to November 11. At St. Mihiel, Sept. 12–16, nine of our divisions, with six in reserve, carried through a wholly American operation, and from September 20 to November 11 we had 21 divisions and 6 in reserve in the greatest of our battles, that of the Argonne-Meuse. (See map, page 154, for numbers of divisions.)

The issue therefore having been joined with what is called the "Soissons attack," Foch called into action, one after another, seven of our divisions and many French divisions. They swept in on both sides of the salient and forced the Germans to give ground.

The situation was surprisingly like that in 1914. The Germans again now in 1918 were nearly at Paris, when again a flank stroke on the Ourcq River sent them scurrying backward to avoid a great defeat. Von Kluck in 1914 had been compelled to move with extreme rapidity when the Paris Army of Maunoury struck him, but he was 20 miles beyond the Marne at that time. Ludendorff in 1918 did not have so far to go to reach his first good defensive line, that of the Vesle River, and then, barring accident, with good rear guard action he expected to be able to reach the Aisne, north of which were prepared positions, out of which he could not be driven; at least, so he thought.

Naturally Ludendorff held on with all his might at both Soissons and Rheims, the ends of the base line of his triangular salient. Here he piled in reserves who must hold if he was to withdraw his troops and their supplies without serious loss, for he had about 400,000 men in this Soissons-Château-Thierry-Rheims salient.

It was a battle between the two giants of the opposing forces. Foch did not have men enough to expect to cut off or bottle up such an army as that of Ludendorff, but the extraordinary valor and energy of his troops, of whom over 30% were Americans, almost gave him an astounding instead of a great victory. Ludendorff lost thousands upon thousands of his best men in keeping his withdrawal from being a rout.

Each day the Germans were retreating along a narrower lane. The French and Americans were driving in on them from both sides of the salient and Allied air forces were darting above them day and night dropping thousands of bombs on their depots, trains, and troops. On July 28th the Americans and French captured Fère-en-Tardenois. This was a staggering blow, for here were still German food and munitions enough to supply an army of a million men. The character of the fighting is shown at Red Cross Farm and at Sergy where the Prussian Guards were

thrown in to stop the Americans, and four times the proud and well tried Prussians drove the Americans back out of that town. But every time back the Americans came and the ninth time that Sergy was captured, the Americans held it and the Prussian guard went out to stay.

By August 6, the day that Foch was given the greatest of French military honors, the Baton of Marshal, the German defeat was completed and the Rheims-Soissons salient had been flattened out. The Germans had sacrificed some of their finest divisions,—seasoned and efficient fighters they were too—and had put 71 divisions all told into the fight, nearly three quarters of a million men. The star of Foch was in the ascendant.

But Foch had hardly yet begun his battle. For four years the Germans had held the initiative, now it was the turn of the Allies. On the 8th of August Foch struck again, this time using the British armies. Having flattened out the salient made by the Germans in their 3rd drive, Foch now decided to blot out that of their first drive towards Amiens. The English and French under Haig on the front from Albert nearly to Montdidier suddenly launched so furious an attack that they drove in from 5 to 7½ miles the first day and captured so many German prisoners that it was said in the British House of Commons that to count the prisoners was the hardest task of the day.

Each day the force and scope of the English drive increased. The Germans had on the first day been surprised and dazed by the rapidity of the English attack, but now they were steadily retreating, fighting all the time but bent on attaining as soon as possible their original 1918 lines, where safety from the Allied drive could be found. But could they stop their retreat there and hold as they always had, and recreate a deadlock?

The Germans had never known before that there were so many Englishmen. The retreat was continually harassed by great numbers of English tanks and whippets and armored cars, and the English aviators had obtained the mastery of the air. By August 26 Haig was up to the Hindenburg Line near Arras, the French were close to it at the St. Gobain forest. And every day somewhere the Allies dealt the Germans another staggering blow. Here was a great difference between Ludendorff's successive massive stake-it-all-at-once bludgeon blows, and the swift rapier like thrust here, then there, by a master who had his mind coördinated with his sword play and who was confident of his skill.

The next Allied drive of consequence was again by the British, the Canadians being in the forefront of it. Beginning August 29th, Haig started his men against the famous "Switch Line," which the Germans called the Siegfried line, the strong guardian of the absolutely unbreakable—according to them—Hindenburg line. The German sentimental trick of picking some anniversary day for an operation was this time turned upon them with a

vengenance. Ever since 1872 the Germans had celebrated September 2 as Sedan Day in memory of their great victory over France. In 1918 on September 2 they suffered a crushing defeat themselves, for the "Switch Line" was broken wide open by the British attack. The Germans had pinned their faith to unbreakable lines of defense, but their propaganda in this regard had not convinced the Allied armies.

On September 5 the Germans felt the sting of 5 blows at once. Foch was extending his front. On 5 different sectors along the 140 miles between Rheims and Ypres the Allies drove into the Germans as follows: Americans and French on a 20-mile front between Fismes and Soissons, the French on a 10 mile front northeast of Soissons and a 10 mile front northeast of Noyon, the British on a 20 mile front between the Scarpe and the Somme, and the English and Americans near Armentières.

The Germans at these five places were being driven back, although they were fighting hard all the time, especially with great numbers of machine guns which had been placed in advantageous positions and manned by men who had been ordered to fight unto death.

The German General Staff found use again for a phrase they had coined earlier in the war, and the people at home were told every day in the papers, "We are making a strategical retreat as planned." But in August the people in west Germany began to realize that something must be going not as planned. Allied air raids came nearly every day and dropped bombs on railways and factories, coming every day during the last week in August to Mannheim where the Allied aviators destroyed the poison gas factories. All the newspapers in west Germany began to cry out loudly for more adequate air defense.

In early September the autumn rains began. In previous years attacks had died slowly away as the rains had made the roads too soft for efficient use of artillery. The Germans were now nearly back to their strong lines of defense. It was in reality 8 weeks exactly after July 18 when the Allied offense came to a stop, except for some sporadic attacks in isolated sectors.

Up to the time of the British offensive on August 8 the American divisions had been scattered along the front so that at one time it could be said that there was not a stretch of 20 kilometers along the whole front where American troops were not in the front line or in immediate support of it. It seemed now time to gather our forces together and no longer to postpone an all-American offensive. Our troops therefore were concentrated as rapidly as possible and the formation of the American First Army was made on August 10, and on the 30th, General Pershing took over the command of the line on both sides of Verdun.

For nearly four years the Germans had held, like a spearpoint

in the side of France, a salient which they had driven into the French lines ten miles deep as far as St. Mihiel on the Meuse. As long as this salient existed, controlling as it did a railroad necessary for supplies in that sector, an Argonne-Meuse operation was impracticable. To drive the Germans out of the St. Mihiel salient would be to threaten the great fortress of Metz that guarded the iron fields of Lorraine from which Germany obtained 70 per cent. of its supply of iron. French troops, who were to make demonstrations but were not actually to advance, were placed around the point of the salient, while American troops were placed along the two sides. On September 12 the attack began and it developed from a battle into a race. In less than 48 hours the whole salient had been re-won, the first operation conceived, planned, and executed by our American Staff was over, and 16,000 German prisoners and 443 guns had been captured. It was a swift, astounding, magnificent, complete success. (See page 146.)

On September 17 the British and French who had been preparing for an operation on a large scale had another turn. This time they swept forward against St. Quentin. This was a major operation of the British part of the Foch plan in the latter part of the war. The drive was directed against one of the most strongly fortified and vital parts of the Hindenburg Line, the part where the canal between St. Quentin and Cambrai goes underground. The drive was a powerful one and it went clean through the Hindenburg Line; this outflanked these two important towns and the advance which followed resulted in German withdrawal from them. Then the British drove ahead and shattered the Hindenburg Line in their sector from one end to the other. Then with Belgian help they redeemed next the Belgian coast; retook Mons and Maubeuge, and still driving ahead were on November 11 on the point of gaining an overwhelming victory.[1]

The German front had been based on two great centers, Lille in the west and Metz in the east. From them ran forward a network of supply lines; from them backward ran the two main lines of retreat, one through Belgium, the other through Luxembourg and Lorraine. These two lines of retreat were absolutely separated by the Ardennes, but south of the Ardennes from Metz to Lille through Longuyon, Montmedy, Sedan and Mezières ran a great German railroad, four-tracked in many places, which had enabled the Germans to move troops from one front to another with much more ease than was possible to the Allies. To cut this railroad promised an overwhelming disaster for the Germans, whose line of retreat through Belgium would certainly be choked up if the other usable avenue was closed. But to cut this

1 It will be gratifying to Americans to know that two of our divisions, the 27th and 30th, had an important part in this great English drive, and acquitted themselves well.

railroad at Sedan meant a fight through the Argonne-Meuse, the difficulties of which were everywhere recognized.

Our attacks in the Argonne-Meuse began September 26 and were only stopped by the capitulation of the Germans on November 11. The task which our men had before them can not be realized until it is understood that the sector back of the line of attack was one of the worst supplied with lines of communication of any sector in France, while the German sector that was to be taken was wonderfully organized and was based on a main trunk railway. But especially to be remembered is the fact that the Americans had never been in this sector and know nothing about it. Therefore, what they had to do and did was transport a whole army of 21 Divisions into an unknown sector with such secrecy and speed that the Germans expected their attack at another place; and then our men went over the top the next morning after most of them had got into their positions during the very misty, nasty night before.

The Meuse-Argonne battle lasted six weeks (see p. 151), and was the finest and greatest of our military achievements in the World War. Three hundred thousand Americans started the battle, and over a million had been engaged in it before the 47 days' fight was over. On the 10th of November our troops were close to Sedan astride the Metz-Lille railroad. The Germans threw up their hands and agreed to terms in the armistice that were virtually those of an unconditional surrender.

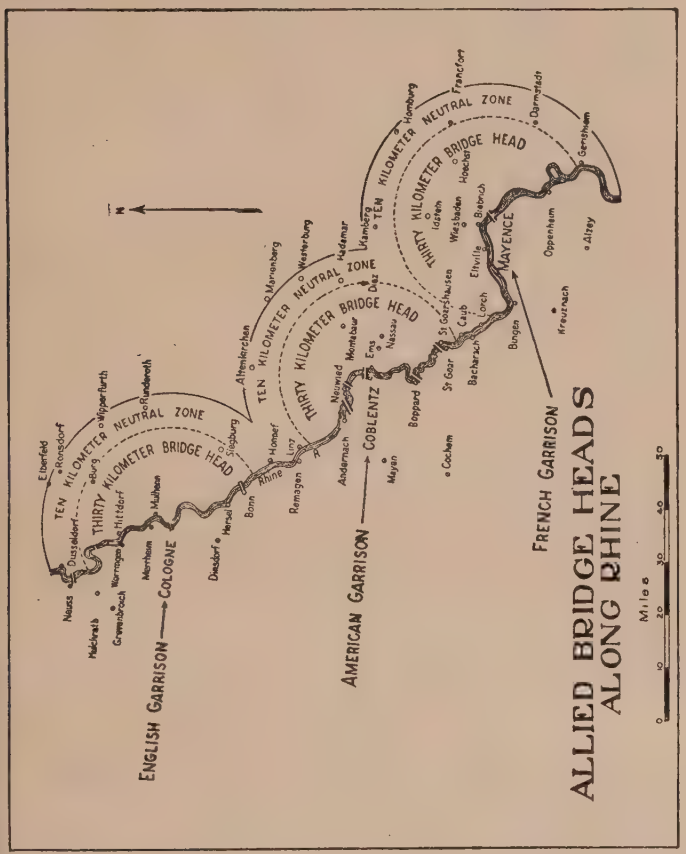
Germany had begun its campaign in 1918 with 300,000 more men than the Allies, and even as late as June, despite the rapid growth of the American forces, Ludendorff still had 200 divisions to throw against 162 of the Allies. By November 11, however, the increase of Americans and the German battle losses had made so great a change that on that date the Allies had attained a numerical superiority of 600,000 men. Foch had been able to strike as hard as he pleased. His monthly losses after June were more than made up by newly arrived troops from the United States.

When Foch began his counter drive in July he had no thought of winning the war in 1918, for as has been shown above the French plans for 1918 were based on defensive operations, and 1919 was the year when the Allies expected to be ready for their victorious advance. In fact as late as the beginning of the Argonne-Meuse offensive in September, the strongly fortified position of Montfaucon and its lateral lines of defense were expected to be the probable limit of American advance before winter stopped operations.

But the kaleidoscopic and almost lightning-streakish character of events, as the success of the different blows against the German line became clear, was no quicker than the mental grasp of Foch as to the whole situation. He widened the scope of activities

to Turkish, Bulgarian, and Austrian fronts, and while Belgian, British, French, and Americans were pushing the Germans steadily back, great victories were being won in the east.

During September and October the allies of Germany were compelled to serve notice that they were through. Practically



simultaneous attacks had been started against Bulgaria and Turkey about the middle of September. Bulgaria shrieked for help when the Greeks and British on the right, the Serbians and French in the center, and the Italians in Albania on the left all struck at the same time. In almost no time Macedonia, Serbia, Albania and Montenegro were recovered, and on September 29 Bulgaria surrendered unconditionally. Turkey surrendered the

same way on October 30 after being whipped in as spectacular a campaign as the war has disclosed, the British and Arab cavalry being the pincers that caught the Turks in Palestine.

Foch then saw his chance to finish the defeat of the Central Powers in the east. Late as it was, he had the Italians launch a drive on October 24 against Austria that in less than a week captured 300,000 of the enemy and brought Austria to its knees on November 3rd. Germany had seen the handwriting both on the eastern and on the western wall, and on October 6 it began to ask for peace, and for some reason an armistice was arranged before the soldiers won a complete *military* victory, as they would have done in a month more. On November 9th the Kaiser abdicated and fled to Holland.

While 410,000 tons of the German High Seas Fleet humbly came out and ran the 14-mile gauntlet of the Allied ships double-lined up opposite the Firth of Forth, the Belgians, British, Americans and French, at the rate of 10 miles a day moved up through Germany to their bridgehead posts at Aix-la-Chapelle, Cologne, Coblence, and Mayence along the Rhine. Belgium was delirious with joy when its soldiers and its King reëntered Brussels; France welcomed back Lorraine and Alsace when Marshal Pétain took the tricolor into Metz and then into Strasbourg; Italy rejoiced over the redemption of her Italia Irredenta; the Poles, the Serbs and the Roumanians welcomed the recovery of their liberty, the Armenians hoped for deliverance from the Turks, and the Czecho-Slovaks and the Jugo-Slavs saw the sun of their nationalities rise.

The World War was won. Russian might during the first two years, Belgian pluck, Italian support, British bull-dog tenacity on sea and land, French never-die spirit and brilliant soldierliness, American power and dash; each played a part. Once again, and this time, please God, forever, the idea of world power based on the supremacy of might over right had been met and overcome by the ideal of world peace based on the belief that in the end the power of righteousness will prevail.

FACTS EVERY AMERICAN SHOULD KNOW

Any American traveling abroad is likely at any time to be asked questions, the answers to which he knows in general terms, but he would often be glad to have specific facts and figures. English, Belgian and Swiss have asked and are still asking why the United States entered the war so late. They all know that suddenly we began to send soldiers over at the rate of two or three hundred thousand a month, and they admit it was the additional stream of our men that turned the tide of battle and brought speedy and glorious victory; but they are eager to know what we did at home that made it possible, against all the ac-

cepted statements as to length of time it took to raise and train a citizen army, to get such results and to train such men.

The World War began in August, 1914. On April 6, 1917, a state of war was formerly declared by the United States, and we joined hands with the Allies. The two main things that had kept the United States out of the war until then were its *political traditions* and its *moral beliefs.*

A considerable proportion of our people thought we should have entered the war when the neutrality of Belgium was violated; others thought we should have gone in when the *Lusitania* was sunk; but neither of these acts collided with our greatest political tradition, the Monroe Doctrine, which at bottom had been a doctrine of "You mind your business, and we'll mind ours." It was a doctrine, at all events, that had made us the recognized champion of a republican form of government not only in this hemisphere, but throughout the world, and it had kept us out of entangling alliances abroad where diplomatic subtleties were practiced and political questions settled which the average American did not understand and in which he had no interest.

Second, our moral beliefs were not immediately shaken. Opinion was more than divided, it was multiplied, and our judgment was a long time in being formed. Millions of Americans of German descent would not believe, and thousands of Americans could not believe that the Germans had of their own free will started a general European war without good reason. We had a traditional affection for France, but that was outweighed in the minds of many by the widespread respect for the intellectual and economic standing of Germany, and by the traditional dislike of England which was sharpened again by her stoppage of our boats and examination of our mail. Frankly speaking, it looked like one of the many European wars that seemed to concern us no more than had previous ones.

But finally we went to war in SELF-DEFENSE, we went to war TO SAVE OUR SELF-RESPECT, TO UPHOLD OUR IDEA OF FAIR PLAY, TO JUSTIFY OUR IDEA OF GOVERNMENT, and last, but not least, IN THE HOPE OF ENDING WAR FOR ALL TIME.

It was *Self-Defense,* because the invasion of neutral Belgium against treaty obligations led logically to an attack on a neutral United States, and because our ships and our shores had been threatened by the ruthless submarine.

It was to save our *Self-Respect,* because the Germans had told us we must paint humble stripes on our ships and keep them in the narrow sea lane that they prescribed. It was because we found our forbearance had been misrepresented when they said we would rather make money than warfare, and because our confidence was abused, especially in the plot to bring Mexico in against us as disclosed in the Zimmermann letter.

It was to uphold our *Idea of Fair Play.* We believed Ger-

many's promise to respect the rights of neutrals, but we found her promises were only meant to last until her big submarine fleet was ready. We saw no fair play in such submarine attacks as the horrible affair of the *Lusitania,* which carried with it to a watery grave 114 Americans, or sportsmanship in bombing hospitals or using gas; no fairness in breaking treaties or violating international agreements.

It was *To Justify Our Ideal of Government.* Von Moltke said that the real ballot was the cartridge which the German soldier carried in his cartridge box. That was the creed of Frederick the Great and Bismarck, and no American believed in it. So when Americans finally realized that the war was a death grapple between the autocratic despotism of Prussia and democratic freedom, no longer was there a shadow of a doubt where the United States of America and its starry flag belonged.

Lastly, it was with a hope *To End War.* We had kept believing that we could serve the world best as an arbitrator or umpire if we were not in the war. When we finally saw that we must go to war, it was not only to win, but also to fight for an enduring peace. It will be hard to find in history a better example of a nation going to war without hope of profit, with expectation of terrible loss, one inspired with a higher ideal or with a finer spirit.

"'A nation of traders!'
We'll show what we are,
Freedom's crusaders
Who war against war."

Lord Northcliffe likened the United States war machine to our building a sky-scraper, where there is a lot of blasting and noise, crowds of men tearing about hauling a stupendous amount of material; but out of the chaos a framework of steel swiftly looms up. One day the seventeenth floor has exterior walls, and a few days later the thirtieth puts on the same outside decoration; then suddenly the whole thing is done, the elevators are running, the telephones are in, an army of people quietly and swiftly has begun to function. A stupendous American miracle! But Americans have been brought up on miracles.

Suddenly then, on April 6, 1917, we were at war. We had a big army to raise and train, and all the business of a large country had to be transferred from peace to war uses, and no organization or business can be enlarged one thousand per cent. all at once without initial mistakes and waste. Some of our mistakes we need to be ashamed of, and for others we shall certainly have to pay. Some people took advantage of the need of their country to profit by it. But more striking successes, more effective and faster mobilization of men and women, of money, and of national resources have never been attained.

U. S. VETERANS' HOSPITAL No. 59.
R. F. D. No. 2, TACOMA, WASH.

The most striking success of the war can not be measured by statistics. It was the acceptance, practically without complaint, by the people of this country of the DRAFT, and of the many and severe restrictions on trade, food, transportation facilities, fuel and dress. Let the mobilization figures speak for themselves. On March 31, 1917, we had a Regular Army of 128,000 and a National Guard of 182,535 and on November 1, 1918, we had an army of 3,638,434,—2,003,935 of whom were abroad composing the American Expeditionary Forces (A. E. F.), and 1,634,499 in the United States all equipped and in training, eager and aching to be sent across, and 20,044,000 registered and ready for the call of induction, making a total registration of 23,709,000 men. The American Red Cross had 19,928,022 members. And besides the men in uniform and the millions engaged in other essential war work, there were thousands of voluntary workers aiding moral control in the cities, helping during the influenza epidemic, instructing women and girls to conserve and preserve food, and showing boys how to raise more of it; in fact, of more than a hundred million people, nearly every one was doing something to help win the war.

In the mobilization of money the results were no less astounding. It must be noted that every bank, bonding house, and investment concern in America, 35,000 in all, institutions where profits are recognized as the main objective, spent days of time and thousands of dollars in helping put the loans across without a penny of profit. The subscribers to the Liberty Loans increased with each one, until 21,000,000 persons subscribed to the Fourth Loan, and the four Liberty and one Victory Loans brought in over twenty one billions of dollars. The total subscription to the Red Cross was over $295,000,000; over $200,000,000 was raised during the campaign for the $170,500,000 asked for to be distributed among the seven welfare organizations working under the Commission on Training Camp Activities; and in addition to these, there was raised by voluntary subscription a sum of approximately $4,000,000,000 through 16,000 different funds, such as the Belgian, French, Serbian, Armenian, and Polish Reliefs, various Widows', Children's and Orphans' Funds, and subscriptions for milk, food, reconstruction, hospitals, war workers and the like.

The mobilization of our national resources was the final test of our efficiency. It went a bit badly at first, and emergency measures followed one another as this board or that committee failed to measure up to expectation. Then came the development of basic legislation in the formation of war policies. A third period, down to about March, 1918, was the time when the greatest efforts were made to meet the policies already formed, and four words or phrases will bring to mind the type of things done; Conservation, Conversion of Industry, Price-fixing and Priorities. Last, the program for procurement was fixed and the working of

the economic organization in connection with military requirements was perfected.

Production was increased in the following ways: by the introduction of new articles, by curtailment of non-war essentials, and by speeding up. Some of the *new* American articles were fire-retarding paints, waterproof glues, and military equipment, such as, for example, the sound ranging apparatus which, at a distance of four miles, could detect the firing of a cannon 19 seconds before the shell arrived.

The War Trade Board curtailed or prohibited the imports of 166 non-essential commodities, and the War Industries Board and the Fuel Administration restricted the production of other non-essentials, with a total result that *curtailment of non-War Essentials* released 450,000 men for essential war service, and saved over 4,000,000 tons of iron, steel, copper, leather, and lumber, for production of war materials. *Speeding up* built the 3,500 ton boat *Crawl Keys* in 14 working days, and the 12,000 ton *Invincible* in 23 days and 23 hours straight working time; it made possible the delivery in August, 1918, of 340,145 tons total steel, wood, and composite ships, surpassing England's best month, May, 1918, by nearly 50,000 tons; it increased our sea-going merchant fleet from one of 3,569,675 gross tons in April, 1917, to one of 5,514,448 gross tons in November, 1918, with the certainty of doubling it in the next year; and it made possible the work on our motorized photolithographic press trucks in France which reproduced maps in twelve hours.

It is said that we wasted in food alone over $700,000,000 worth in 1916 and every year the damage to bales of cotton left in the open is $30,000,000. When we really began to conserve our resources, we were just as careful as we had been careless before. More care was given to the loading of railroad cars, so that the average number of tons per loaded car was increased by 2.2 tons, or 8%. The skip-stop plan for street cars saved 10 to 15% in power and fuel; the elimination of returns of unsold bread saved the huge amount of 600,000 barrels of flour per year; cutting down the size of tailor's samples made a saving of 3,000,000 yards of cloth.

Over $50,000,000 was saved by the use of baling instead of boxes. This alone saved 58,000,000 feet of lumber, which it takes 30 years to grow, by using 2,770,000 yards of burlap, the jute for which grows in one year. But more important yet was the saving of the scarcest thing we had, namely, cargo space, for by the new plan, of which this was a part, there was a saving of over 1,000,000 short tons by the lessening of cubic foot space. Automobile tires were cut in sizes and types from 287 to 32, to be reduced in 2 years to 9; 5,500 styles of rubber shoes were eliminated, and 49,617 days' labor that was diverted to war essential work was saved by the rubber footwear industry alone;

the manufacture of 300 types of plows and tillage implements was discontinued, and cornplanters and drills were cut in types from 300 to 10.

One million nine hundred thousand women and girls canned over 49,000,000 containers of vegetables and fruits worth at the wholesale price $10,000,000. The farmers in the United States planted 23,000,000 acres more in staple crops in 1917 than in 1916, and 32,000,000 acres more than the average for the 5 years preceding the war. One dye works alone reached a production of aniline dye five times as great as the total consumption in this country prior to the war.

Truly a wonderful record, and one that every American, especially every one visiting France, should know. This country fought its great fight and suffered deprivations of every sort for the preservation of its own liberties and self-respect. But the statement is often made that the American tourist in Europe is less welcome than his dollars. If there is any justice in that claim, is it not because of those tourists who go to Europe, and, forgetting that they are speaking to proud people, rather boast of how things are done at home? European peoples are perhaps no more modest than we are, but they each have their own way of lauding or showing their own exploits. But Europe has suffered so cruelly, and will for years be so bowed under the yoke of war's sorrows that she will not care to hear songs of triumph. These figures of America's preparations and accomplishments, therefore, are in a higher sense rather intended for American consumption, as well as for use in a modest way when occasion arises.

CHAPTER IX

CHÂTEAU-THIERRY, SOISSONS, RHEIMS

HOW TO SEE THE BATTLEFIELDS

THERE are four ways to see the battlefields besides aëroplane, which, except for thrills, is not a very satisfactory method.

First:

The Conducted Tour: For American travelers, who have but limited time and who are making the trip not only to see the battlefields but other places as well, this way is decidedly the best and is therefore recommended. A hundred and one things arise not practicable to discuss in a single volume that a capable and experienced guide will be able to answer on the spot.

Second: *Railroads.* Such tours may be made by taking the trains to important centers and walking or engaging local transportation to and over the battlefields, either with or without a guide.

Third: *Automobile.* A trip by motor not on a regularly conducted tour. This is more expensive than the first or second way, but has the advantage that you may go where you please and remain as long as you desire. This plan includes the use of a motor cycle and side car, which to many will be ideal.

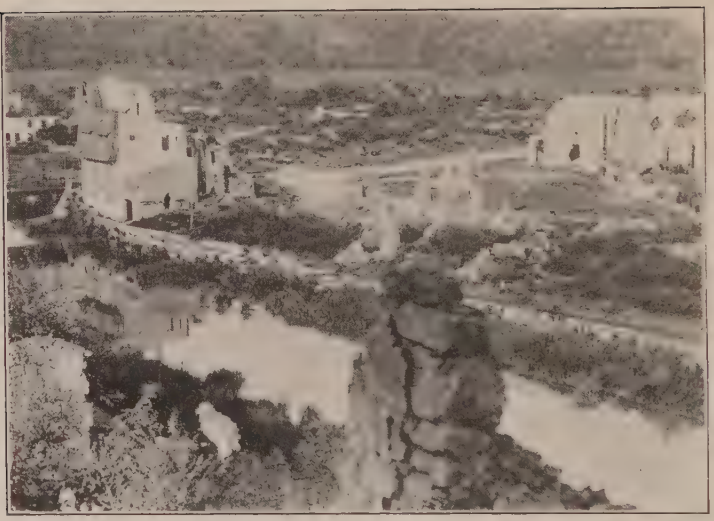
Fourth: *On Foot.* This is the foot way and is the method for the student who has maps, military data and plenty of time to walk over the battlefields with suitable warm, strong clothes and a small kit. This is the strenuous method. With busy Americans it may not be a popular one, although it is the best way to get closest to the real truth of the battlefields.

A WORD OF CAUTION

Tourists who get a little off the beaten track may still find unexploded *hand-grenades* lying about. For souvenir hunters the first tendency may be to put a few of those in their pockets. The firing pins in many cases have rusted through and the grenades need but a touch to explode them. Not all of them will explode of course, but it only takes one to do a lot of damage.

CHÂTEAU-THIERRY

Château-Thierry will remain forever a name for Americans to conjure with. It was once only a small village on the Marne River 45 miles out from Paris. But it now is the spot where



Varennes, Captured by the 28th Division. The River in the Foreground Is the Aire

Château-Thierry

American troops stopped the most ambitious and successful of the German drives of 1918, and threw it back; it is the place where American troops met and defeated Germany's best troops flushed besides with the pride of their successful advance and elated again with the expectations of having Paris soon within their grasp.

In the great tragedies the curtain rises before the 3rd Act, in which the actors come to the climax of their endeavors. France was the theater where the Germans had decided to stage their great drama. The curtain had been rung down on the two great acts of the Marne and Verdun, and the world was tensely waiting for the next, the telling results of which could neither be foretold nor foreseen. Early on the morning of May 27, 1918, the Germans raised the curtain of their barrage fire on the third act of the great drama. The stage had been well set, the action was immediate and furious, the intent was clear.

In 4 days the Germans had thrust the French and British back the almost unbelievable distance of 32 miles, back from the strongly defended Chemin des Dames (along which road every tourist will want to go), back through Soissons, and back across the Aisne and Vesle Rivers, back clear to the Marne, where at Château-Thierry the German intent to drive straight for Paris was clear. Just as the Germans were about to swarm across the Marne bridge on the afternoon of May 31, a motorized machine-gun battalion dashed into the town, and, taking position, went at once into action. It was the 7th Machine Gun Battalion belonging to the American 3rd Division which had so spectacularly arrived in the nick of time, after having been 24 hours on the road, and its men without sleep for 36 hours. The Germans did not cross the bridge or the river as the Croix de Guerre with which the colors of the battalion were decorated will ever bear witness. For 96 hours a spray of machine-gun bullets met the Germans whenever they came on. By 3 P. M., June 4, the rest of the Division was up and in position. The road to Paris across the Marne at Château-Thierry was barred to German tread.

Prevented from crossing the river the Germans shifted their attack and started a drive for Paris westward along the Paris-Metz highway. Near Montreuil-aux-Lions the Germans ran against the American 2nd Division which had been deployed across the road in their path. Again the German drive stopped.

But the stopping of the Germans was merely the beginning of the battle for the Americans. There now began a test of endurance, pluck, and moral fiber under which the Germans finally cracked. From June 4 to July 10 the 2nd Division pushed relentlessly and ceaselessly on, its two infantry brigades, the Marines under General Harbord, the Regulars under General Lewis, in mutual emulation performing prodigies of valor. Op-

posing the Marines in the Belleau Woods were the very best of German troops, who had quickly organized the position with its rough and wooded rocky slopes and with its many bowlders on which machine-guns had a firm foundation and behind and under which the Germans had secure and hidden retreats. But the Marines forged slowly but surely ahead and by June 26 had taken Bouresches and the Belleau Woods.

The brigade of Regulars, not to be outdone by the Marines, also pushed steadily along and on July 1 captured the strong positions of Vaux village and La Roche Woods.

On July 10 after having fought continuously for over a month with a loss of 1250 killed and 8500 wounded and sick, or nearly 40% of its men, the 2nd Division, with 1400 prisoners from 5 of Germany's best divisions, gave way to the 26th Division which had come from the Woevre front to relieve it.

SOISSONS

Soissons, which had endured so many sieges since Roman times, was again captured by the Germans in their 3rd drive, that which was stopped by the Americans at Château-Thierry. The salient or triangle with its point at Château-Thierry was based on Rheims and Soissons at the other angles.

A drive at either side of the projecting triangle would imperil the German troops at the point. On July 18th, therefore, Foch threw our 1st and 2nd and 1st French Moroccan Divisions from their position in the Cotterêts Forest, 6 miles from Soissons, against the side of the salient. This attack, usually known as the Soissons Push, was really the opening of the Marne-Aisne battle. It was so successful that the whole salient at once became untenable, and the Germans began to get out of it as fast as they could.

This smashing drive of our 1st and 2nd Divisions was, in the opinion of General Summerall, the attack, which by its dash and power, definitely turned the tide of the World War in favor of the Allies.

The battlefield can be easily visited from Soissons. The towns captured by the 3rd, 26th and 4th can be better visited from Château-Thierry. The places where our divisions operated during the latter part of the Aisne-Marne battle are widely separated, and off the regular track of the tourist. (See Aisne-Marne Battle, p. 115, and the Divisional Histories.)

CHÂTEAU-THIERRY, SOISSONS AND RHEIMS

Paris was on the tongue and in the mind of everybody during the World War. Paris is also the headquarters of the American tourist in France. From Paris he will start on various sight-seeing trips to the battle fronts, and the nearest of the American

battlefields is Château-Thierry and Belleau Woods. Our men fought there in the Second Battle of the Marne.

But we should not forget the First Battle of the Marne in 1914 when the Germans got closer to Paris than they ever did again, and in going over the latter battlefield let us try to keep the actions in the same places, 4 years apart as they were, distinct in the mind.

Three places stand out in the mind of every American as landmarks of the attacks on Paris—*Château-Thierry,* where in the Second Battle of the Marne Americans were thrown in front of the onrushing Germans as a last hope and thrown there with speed and success; *Soissons,* overrun and captured by the Germans both in 1914 and 1918, and near which in 1918 the 1st and 2nd American Divisions were sent in by Foch on July 18th to start the great counter thrust against the enemy; and *Rheims,* the martyred cathedral town, which hung, a French pivot spot in their line, throughout the whole war, undergoing for four years the incessant artillery attack of the Germans.

Château-Thierry, Soissons, and Rheims happen to be the three angle points of the Third German drive, and are the three big names that every one knows. But in the vicinity of each one of them are dozens of places only a little less well known where French tenacity or American dash have set an imperishable seal, and which every American visitor will be eager to see. The restrictions of his tour, if the American traveler is with a conducted party, which is the best way to go, will limit time to be spent, and number of places that can be visited. But there should be enough time spent in these three places and near by to allow one to gain a full realization of the backward and forward sweeps across the surrounding country.

For these reasons tolerably full accounts of all the places that can be profitably seen are not out of place. It must, however, be again emphasized that a visit, whether of one day or of several, can be best made from Paris by automobile. If your trip as already arranged does not cover all the places you want to see, you can spend one of the days allotted for Paris in a motor trip of your own selection.

It is possible to get to Meaux on the way to Château-Thierry by two roads, both interesting. The one by the more direct automobile road will take you through

CLAYE

This is the nearest point to Paris reached by the Germans in 1914, and you will realize, as never before, how very close they were. Here at Claye the German cyclists sent ahead in September, 1914, to reconnoiter the road to Paris were stopped by French outposts. Here in this little town were the headquarters

CHATEAU THIERRY SALIENT
THIRD
GERMAN
DRIVE
MAY, 1918
RHEIMS
CHÂLONS
SOISSONS
CHATEAU-THIERRY
CHAMERY
EPERNAY
FISMES
FERE-EN-TARDENOIS
BEZU-ST.GERMAIN
EPIEDS
JAULGONNE
VIERZY
BERZY LE SEC
JUVIGNY
CRAONNE
CHEMIN DES DAMES
BERRY-AU-BAC
MONTREUIL AUX-LIONS
LA FERTE-SOUS-JOUARRE
TRILPORT
MEAUX
CLAYE
MANTEUIL
PARIS
MARNE
AISNE
VESLE
OURCQ
ORGE
SEINE
PETIT MORIN RIVER
GRAND MORIN RIVER
MILES

of General Maunoury, who commanded the 6th French (the so-called "Paris") Army in the first Marne battle. It was also through Claye that the 2nd American division passed on May 31, 1918, in French trucks on their way to Meaux, near where they stopped the German drive.

Thus far we have been on the same road used by General Gallieni who moved up what is known as his "Taxicab army" at a critical time of that desperate First Battle of the Marne. At Claye those 600 taxicabs, each carrying 5 soldiers, turned to the left and went to Nanteuil, making the trip twice that night, before the Paris Army struck von Kluck on the flank.

The other way to Meaux from Paris by motor is via Chantilly and Senlis. One goes out of Paris by the Clichy Gate and reaches after 28 miles

CHANTILLY [1]

This is the nearest spot on the northern side to Paris reached by the Germans. After the enemy was thrown back in the Battle of the Marne, Chantilly was made the headquarters of the French Armies and remained that until 1916. The famous old race course was given over to military parades and reviews. The town has for years been the largest racehorse training center in France. The French Derby was run here every September.

The house in which Joffre lived will be the first place to which the visitor will be taken. From there he will go to visit, if there is time, the stables, the Castle, the Condé museum, and the Park. It has also been a traditional custom for years for every visitor to feed the insatiable carp that fill the moat. The town has a long history and an interesting one. Louis XIV had a fête here of 3 days in 1671, and it was during this entertainment that the butler of the Condé who was entertaining the King committed suicide because the fish for the dinner had not arrived and he could not bear the disgrace. The fish did arrive a few minutes later, but they were too late—at least for the butler. Molière produced some of his plays in Chantilly, and Louis XV on his way back to Paris after having been crowned at Rheims cathedral stopped here for four days to enjoy the festivities which the châtelaines of Chantilly prepared for him.

The large château in the Park underwent many vicissitudes and finally with its artistic treasures was bequeathed to the French Nation in 1897. There is also a small château joined to the large one, and both together house the Condé museum which has a fine collection of miniatures and engravings.

1 CHANTILLY.—Distance from Paris, 21 miles, (34 kilomètres). Hotels: D'Angleterre, Place Condé; The Manor House, on the Racecourse. Garages: Erigaut, 72, Rue du Connétable; Bourdeau, Ibis, Rue de Gouvieux.

SENLIS

From Chantilly to Senlis is only five miles. It is a charming cathedral town, favored in the early days by the Kings of France for the hunting that was to be had near by. Its history is a long one, as it was a Bishopric as early as the 6th century. The Nobles met here in 987 and elected Hugh Capet King of France. Joan of Arc captured it from the English in 1429.

The cathedral is a 12th century Gothic structure of recognized excellence. Several shells fell on it during the German advance in 1914, and the town proper was greatly damaged. It was the unnecessary burning and destruction of Senlis that destroyed any sympathy the outside world had for the Germans, and the statement made to Abbé Dourlent, while under arrest, by a German officer, has left an impression that will last a very long time: "We have been ordered to make of Senlis another Louvain. Paris and all France must have a terrible example."

Whether via Claye, or Chantilly and Senlis our road soon brings us into

MEAUX [1]

There are several notable churches in Meaux, of which the best is the Cathedral of St. Stephen, a flamboyant Gothic edifice of the 12th to 16th centuries. Only one tower was finished and that tower should be climbed, for from it one gets a splendid view of the battlefield of the Ourcq.

Beyond Meaux a few miles at Trilport we cross the Marne where the English on Sept. 4, 1914, blew up the bridge at the west end of the town as they retreated before the advancing Germans. The day before, the English had destroyed the two bridges over the river at La Ferte-sous-Jouarre. Here during June and July, 1918, the 1st American Corps had its headquarters and the town was the railhead (i. e., supply base) for the 2nd American Division. Our next stop will be a short one in Montreuil-aux-Lions, where the Infantry of the 2nd Division, hot, but high-spirited despite their forced march of 24 hours, the Marine Brigade on the north side and the Brigade of Regulars on the south side of the main road took up their positions during the afternoon of June 1, 1918. But we must hurry on to

CHÂTEAU-THIERRY [2]

Legend says that Charles Martel built a château here in 720 which was used as a prison for King Thierry II. That explains

1 MEAUX.—Distance from Paris, 24 miles, (38 kilomètres). Hotels: Hotel de la Sirène, Rue Saint-Nicolas, and Rue du Grand Cerf; Hotel de Duc d'Acquitaine, 81, Faubourg Saint-Nicholas; Hotel Saint-Remy, Rue Saint-Remy; Hotel de la Gare, Place Lafayette. Garages: Central (Feillie), 21, Rue du Grand Cerf; Ernest Wautz, 55, Place du Marché; Moderne Garage, 73, Rue du Marché; Melizet, Rue Saint-Remy.

2 CHÂTEAU-THIERRY.—Distance from Paris, 57 miles, (92 kilomètres).

its name at all events. Its position however explains its long history, for it has ever stood in the path of all invasions aimed at Paris.

If you are in an automobile you will almost certainly enter Château-Thierry by the Avenue Clémenceau. Go directly to the Château and out upon its terrace. Below at our left is the Hôtel de Ville, and beyond it the street that leads down to the main bridge across the river. From the terrace you will get an idea of the town and country. Next go down through the square Champ-de-Mars where the Germans were and then go across the river to the square now called the Place des Etats-Unis and to the row of riverbank houses a little upstream from the square where 17 guns of the 7th Machine Gun Battalion stopped the Germans from crossing the river.

You will also want to see the battered church with its 16th century belfry, and the quaint old house in which La Fontaine, the French master of fables, used to live, and which before the war was used as a museum. The relics were removed safely to Paris.

From Château-Thierry it is easy to make any of several pilgrimages to places the names of which have become household words to millions of Americans. It is only a bit over 2 miles to Vaux where the 9th Infantry swept over the Germans who had nearly every house filled with machine-guns and every cellar filled with troops. Just northwest of the town is the Bois de la Roche which was captured in splendid style by the 23rd Infantry. The road to the right brings us to Bouresches, the first town captured by the Marines on June 6. The railroad station held out against all attacks until finally on July 18 the 26th Division captured it in a splendid dash.

Beyond Bouresches is a desolate patch of rocky woodland which bears the well-known name of Belleau (Marine) Woods. It is not a large tract of ground, but it is so warped and twisted by Nature that it gave wonderful hiding places for Germans and their deadly machine guns. You will see plates on many bowlders in the woods which show where were placed the guns that tried in vain to stop the advance of the Americans. Nearly all the month of June, 1918, the Marines of the 2nd Division drove savagely on against tremendous odds until they took the woods. The cemetery on the road from Bouresches speaks eloquently of the tenacity and determination of the American soldiers. Torcy is also near by, the little town over which the 26th rushed during the July counter-offensive.

It is necessary to return to Château-Thierry to strike the best road for Soissons. Take the one that goes to Epieds and Bezu-St.

Hotels: Du Cygne, Rue des Filoirs; Jean de la Fontaine, Rue du General Degouttes; de la Gare; Restaurant des Voilettes. Garages: De Neuville, Pâtis Saint-Martin; Dalot, 29, Avenue du Marechal Foch; Pecheux, 18, Avenue du Marechal Foch; M. Bertollo, 57, Rue Carnot.

Germain if you wish to see where the 26th did some of its bitterest and best fighting. Also near by in the Bois du Chatelet is to be seen a big iron turntable and emplacement for a Big Bertha, which, however, the Germans did not complete in time to use before Foch's drive sent them reeling back from their positions. At Coincy you will find a road across to the main Soissons road, and from Ouichy-le-Château are two roads to Soissons, either of which takes you along the lines made famous by Foch who from Soissons on July 18 struck in on this highway, a main artery of German supplies, and by its capture made an immediate retreat a vital necessity. Almost before you know it you will be running into

SOISSONS

An ancient Celtic people, the Suessiones, gave their name to Soissons. Always an outpost of Paris, but unfavorably situated for a good defense, Soissons was ever broken on the wheel of fortune. Clovis broke the Roman power there, as he broke the soldier's head who had broken the famous Soissons vase; Charles VI captured it in 1414, the Protestants in 1567, the Russians and Prussians in 1814, and the Germans in 1870.

Again the Germans took it in 1914 when they were pursuing the French and British after the defeats at Charleroi and Mons, but they held it only from Sept. 2 to 19. During 1917 the fighting was so intense that Soissons became almost a "new Verdun." The inhabitants however clung to the bombarded city and "carried on" despite the ever present threat from the enemy. Soissons really underwent a 30 months' siege. And still again the German took Soissons, driving over it on May 29, 1918, and holding it until August 2nd.

In the city itself you should go at once to see the Cathedral, which, modeled after that of Amiens, is reckoned the best in the French cathedrals of the second rank. Its tower was dreadfully shattered, and the whole cathedral terribly broken by the German bombardment. The nave of the cathedral before it was destroyed by German shells was held to be one of the best examples of early 13th Century Gothic architecture. The church had 7 bays which crumbled with their vaulting, one after another, during the bombardment. The church of St. Leger that dates back to 1152 will be of great interest to those studying or desirous of seeing early French architecture. By all means go to the Hôtel de Ville and take a look at the trenches in the hotel garden. Another building that was terribly shattered by German shells, which every one should see if possible, is the Abbey of St. Jean des Vignes, built in 1076, which was one of the richest of the monasteries of the Middle Ages. The plan of this abbey will give the visitor an idea of what an establishment a great Middle Age monastery was. In the middle the church, the quarters for the Regulars

Aviator Quentin Roosevelt's Grave (1918)

and the Novices, the dormitories and refectory, the cloisters and hospital, the Abbot's house, the chapel, the store rooms, in fact it is a little city in itself.

The Soissons Push will be the idea in the American's mind while in the town. In reality the push made by our 1st and 2nd Divisions, with the 1st French Moroccan Divisions, on July 18, 1918, was the opening of the Aisne-Marne battle which drove the Germans so rapidly back.

The visit to the great battlefield, along the edge of which you have come, will be easily understood by looking at the map. The 3rd German drive had jammed in a big bulge the base of which ran from Soissons to Rheims, and the point of which was at Château-Thierry. On July 18 Foch started the French-American drive on the side of the salient, from the edge of the Cotterêts Forest to the Soissons-Château-Thierry highway, so nearly every town and wood between the two has something of interest to Americans (for towns captured by each American division, 1st, 2nd, 3rd, 4th, 26th, see Divisional histories).

From Soissons you may go along the famous Chemin-des-Dames and ponder over its defensive strength, as far as Craonne, then through Berry-au-Bac; or you may take the road via Fismes on the Vesle where the 28th, 4th, 32nd and 77th Divisions hung desperately on to the territory they won, but suffered terribly in so doing. Juvigny, captured by the 32nd Division after sanguinary fighting, is northeast of Soissons, and can be easily visited from that city.

On the road from Fismes to Jaulgonne is the little town of Chamery and on the slope of the hill just east of the town may be seen the grave of Lieut. Quentin Roosevelt, who was killed in an aërial fight during July, 1918. By either road you will soon come to the Citadel which the Germans could never quite take and hold, despite their most desperate efforts, that famous Cathedral town of

RHEIMS [1]

Books have been written about Rheims in such numbers that one page will not even hold their titles. Cæsar found the Remi living here two thousand years ago, and ages of history are consolidated in the name of the famed Saint of the city, St. Remi. Since 816 A.D., it was recognized that every new king of France should be consecrated at Rheims by the successor

1 RHEIMS.—Distance from Paris, 91 miles, (146 kilomètres.) Hotels: Du Nord, Place Drouet d'Erlоy; Continental, Place Drouet d'Erlоy; De Champagne, Boulevard de la République; Savoy, 52, Boulevard de la République; Lafayette, Rue de Thillais: Hotel-Restaurant Excelsior, Rue des Capucins; Grand Hotel, 50, Rue Clovis; Dauboin, 7, Rue de Chativel; Restaurant de Germann, 35, Rue Buirette. Garages: Dietrich and Co., 220, Rue de Vesle; Plaquin, Rue de Chativel. Photographer: 13, Rue Chativesle.

Note.—Rheims is also a convenient center for the battlefields of the Marne and Champagne.

of St. Remi, and up to the time of the Revolution, with exception of Louis VI and Henry IV, every king was so consecrated. Here at Rheims the French stopped the English under Edward III after the battle of Crecy, here the Maid of Orleans saw her dreams of the returned greatness of France come true as she stood holding her white banner beside Charles of Valois as he swore to secure the Church, to preserve the people from exactions, and to rule France with justice and mercy.

On September 4, 1914, the Germans reëntered Rheims, 44 years to a day since they had entered it in 1870. Their stay in 1914 was short, but in revenge for being forced out by the French on the 13th of September, they practically looted the entire town. But their rage did not stop with that. In angry revenge at being balked of the place that formed a hinge in the French line, the Germans poured in on devoted Rheims and especially on its beautiful cathedral thousands of shells. Rheims was bombarded every single day for 4 years and 1 month.

There is just one thing that must be seen first. That is the cathedral. Begun in 1211 and finished in 1428, the Cathedral of Rheims, in its architecture and its sculptures, has ever stood as one of the most magnificent examples of the Gothic style; in its ruins it has taken on a dignity, an impressiveness, and a sanctity which raise it above all other cathedrals in the world. Words avail nothing in a description; your own sight, helped by your imagination and your recent memories, will give you a picture that nothing will ever destroy. There is a popular saying in France that the four finest parts of their cathedrals are the West Front at Rheims, the Steeple of Chartres, the Nave of Amiens and the Chancel of Beauvais.

Rheims cathedral faces east and is a Latin cross in form. The nave has ten bays with aisles, a transept, a choir with three bays, and a five sided apse with an ambulatory and five chapels. Its length is 489 feet, height of towers 267 feet. The front is best seen from Joan of Arc's statue. The rose window sculptures represent the story of David and Goliath. The 3 great doors date about 1240 and are older than those of the west front.

After seeing the cathedral itself, look at the wonderful treasures kept there, especially see the chalice of St. Remi from which no one ever drank but Kings of France, and see the Ship of Ursula.

From the Cathedral go to La Place Royale where the statue of Louis XV stands and then on to the Church of St. Remi, interesting because of its age and style. This church was not much hurt until 1918, and its towers are still intact. The tapestries and treasures of the church will fascinate the visitor.

Rheims is in Champagne, and is headquarters for the Pommery brand of champagne. The great Pommery caves with their 11 miles of electric lighted streets and boulevards will interest every

Photo. by Underwood & Underwood

West Portal of Rheims Cathedral and Statue of Joan of Arc

one. Here many of the inhabitants of Rheims lived, and here schools were carried on during the war. Rheims was an important center of the woolen trade as well as of wine. Gingerbread and spongy finger biscuits were also traditional products of the place. In 1666 Louis XIV when he visited the city was met by a deputation the leader of which said to him: "Sire, we offer you our wine, our pears, our gingerbread, our biscuits, and our hearts." A loyal people, indeed!

While you are at Rheims, if there is time at your disposal, before you start back for Paris, and if you are interested in the splendid work done by three of our divisions who were on the line east of Rheims, you should go to the Somme-Py sector, north of Chalons where the 42nd, 2nd and 36th fought. At Suippes and St. Hilaire you will be on the ground where the 42nd held during the last German drive; and at St. Etienne the 36th made a drive against the Germans 15 miles deep.

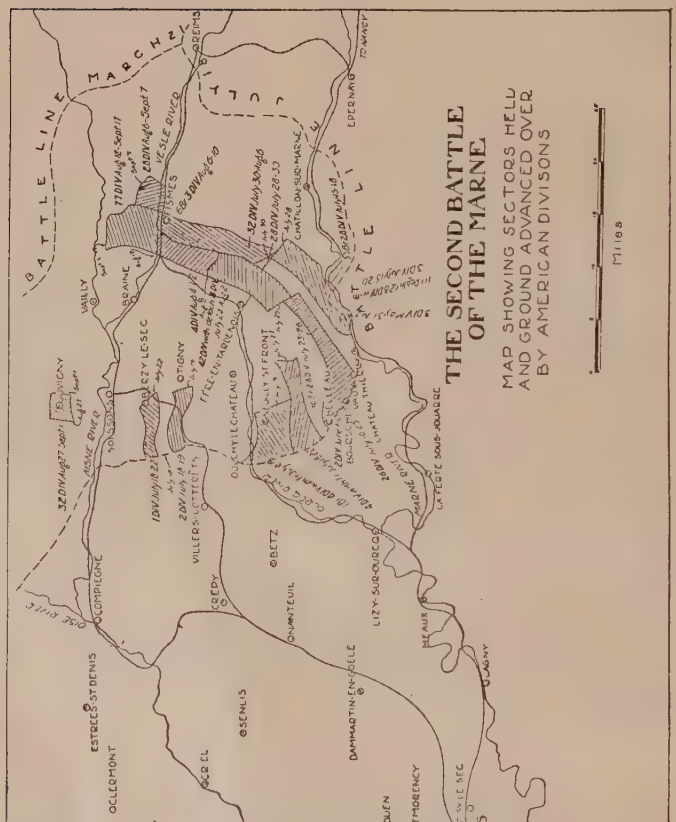
On the way back to Château Thierry you will come to Jaulgonne, where the French, who were on the right of our 3rd Division, fell back across the river on July 15th, leaving the right of our 38th Regiment in the air. The Germans crossed the river following the French retirement. They had also at Mezy crossed on boats and rafts at 3:30 A. M protected by the mist and a smoke screen. The Germans then attacking along the front of the 38th and 30th gave our men a chance to show their mettle. The 38th was being attacked from three sides. Rather than withdraw it decided to push the German divisions back across the river. In this splendid deed "This regiment wrote one of the most brilliant pages in the annals of our military history" and earned its name, the "Rock of the Marne." A platoon of the 30th was also fighting with a company of the 38th at Mezy, and here the Germans were not only stopped but driven back.

From Château-Thierry to near Moulins along the Marne the sector held by our 3rd Division saw the heaviest of the fighting during the 5th and last German drive. (See 3rd Division History for casualties.)

AISNE-MARNE AND OISE-AISNE BATTLES

These two battles and the fourth and fifth German drives of June 9 and July 15, 1918, are often referred to as the "Second Battle of the Marne," because the Germans reached the Marne for the second time in 1918 at Château-Thierry as they had previously reached and crossed it in 1914. Therefore in great part the American troops were fighting in these two above named battles on the ground made so memorable in 1914.

It will be remembered that the 3rd German drive had pushed in at a terrific pace and bade fair to sweep to Paris; that Americans were rushed in at Château-Thierry as a last hope, and that


BATTLE LINE MARCH 21
BATTLE LINE JULY 18
ESTREES ST DENIS
OCLLEMONT
MOUY
NEUILLY-EN-THELLE
GUISLEADAM
CREPY
VILLERS-COTTERETS
COMPIEGNE
BETZ
OSENLIS
DAMMARTIN-EN-GOELE
LIZY-SUR-OURCQ
MEAUX
CHATEAU-THIERRY
EPERNAY
PARIS
THE SECOND BATTLE OF THE MARNE
MAP SHOWING SECTORS HELD AND GROUND ADVANCED OVER BY AMERICAN DIVISONS
Miles

they stopped the Germans, who then started edging off to the right between there and Soissons and pushed in a short distance in what is known as the 4th German drive. Between that time and July 15 when the 5th German drive began, Foch was nibbling away along the German line between Château-Thierry and Soissons getting positions for his thrust at the side of the German salient. When the Germans made their grandiose 5th drive on each side of Rheims the French were forewarned of it, and it fizzled completely out on the third day. Then Foch struck with his French and American troops. Our 1st and 2nd Divisions with the 1st French Moroccan rendered the salient untenable by their famous Soissons attack while the French, assisted by our 4th, 26th, 28th and 3rd Divisions, pushed forward, accelerating the retirement to such an extent that the Germans could not hold their positions on the Ourcq as they had intended, but were forced to fall on back rapidly to their old position on the heights north of the Vesle River.

Then the 42nd Division which had relieved the 26th defeated the 4th Prussian Division commanded by the Kaiser's son Prince Friedrich at Croix Rouge Farm in Forest de Fère (see Divisional History, 42nd Division) and forced a crossing and captured the heights north of that river and the town of Sergy from which they were driven out. The town was recaptured and changed hands several times before it was finally held by the 47th Infantry of the 4th Division which was acting with the 42nd. The fighting in the Forest of Nesles near Fère-en-Tardenois was of the severest and most intense nature.

The 28th and 42nd were in front of the 4th Prussian division in Grimpette Woods, which they captured after sanguinary fighting. The 32nd, 3rd and 4th which relieved the 28th and 42nd pursued the enemy to the Vesle near Fismes.

So far as the American attacks were concerned, the fighting here in crossing the Vesle and capturing the heights beyond was most sanguinary. Repeated efforts to cross the river failed. Only a visit to this battlefield, east of Fismes, will explain the difficulties encountered while our troops crossed the river in the face of the German fire from the heights above it on the other side. It was during this part of the fighting that Quentin Roosevelt was killed.

On September 4 the 77th and 28th, which relieved the 4th and 32nd, drove the Germans from the heights between the Vesle and the Aisne, and it was during this advance that the fighting was so sharp around Bazoches and Fismettes, both of which places changed hands many times before the Americans finally held them. The 32nd, after its relief as mentioned above, joined the French in an attack north of Soissons, capturing the town of Juvigny after a bloody fight. (For details see Divisional histories.)

AISNE-MARNE AND OISE-AINSE ITINERARY

Although some of our hardest and best fighting was done in these battles, because they were under French direction, they are less well-known to the general run of Americans than some of our other fights.

Those of course who had relatives and friends in the divisions here engaged will make their itinerary fit so they can see the places captured. But even for others not so closely interested, it will be well worth while to try to see some or all of the places mentioned.

Many Americans will probably care less about spending time in Soissons. That time may therefore be profitably spent in making a short run or two out from Château-Thierry to Sergy, Grimpette Woods, Croix Rouge Farm and Fismes.

CHAPTER X

BRITISH BATTLE FRONTS AND BELGIUM

CANTIGNY

America's First Fight

The first of the German drives in March, 1918, was directed at Amiens, the center of the British transportation lines. To lose Amiens meant the loss of Calais, which would have been a disaster, and therefore upon the troops facing the Germans there rested a heavy responsibility. On April 25, 1918, the American 1st Division, fresh from the Toul training sector, relieved a French division which was before Amiens just in front of the tip of the German salient.

When the American troops went into their trenches they found themselves under both the fire and the observation of the Germans who from the secure eminence of the heights north of a little town called Cantigny harassed our lines with continuous artillery fire.

This got very monotonous and irritating after a month, and when orders came to the 28th Regiment of the division to take Cantigny, no soldiers ever received a command with more enthusiasm.

The crash of 250 pieces of Allied artillery marked the zero hour of 5:30 A. M. May 28, 1918, and the stone walls of Cantigny began to crumble. At 6:30 the eager infantry went "over the top." So rapid was the advance of our soldiers and so paralyzed were the Germans by the terrific bombardment, that the town and the high ground behind it were speedily and easily captured with small loss to our men.

To consolidate the ground taken in the overwhelming rush was a difficult and deadly business. The reaction of the Germans had always been strong and quick. In fact a captured German captain said to an American officer: "If you expect to keep me much longer, you had better send me to the rear; my men will retake this place within two hours."

Sure enough, two hours later the German lines of gray, protected by a barrage accurately directed by low flying, experienced aviators, were seen coming from the woods. Before the withering fire of those American regulars the German lines melted away. But they could not believe that invincible soldiers such as they

thought themselves to be could be stopped by green and untried Americans. So back the gray lines came again, and still again, until after the fifth unsuccessful attempt within 48 hours, the survivors dribbled back to the protection of the woods.

The American exploit at Cantigny was the only bright spot along the 300 mile stretch of battle front on May 28th. A great German drive had been launched at the Chemin-des-Dames that same morning and its success was such that the Allies were pushed back again rapidly to the Marne at Château-Thierry, and the gate to Paris seemed to be about to snap open to the German push.

The great flare of the German drive distracted attention for the moment from the splendid achievement of our 1st Division, the birth of which as our first shock division on May 28th was simultaneous with the birth of an incredible shock to the Germans. Their trained and tried troops had been bested by supposedly unseasoned Americans. Through the American troops, however, there ran the thrill of accomplishment that accompanies a first success against known odds, the same sort of thrill that ran through the Greeks after they had bested the barbarians at Marathon.

OTHER AMERICAN OPERATIONS WITH THE BRITISH

It has already been said in the historical section of this book that our troops after their arrival in France went to training areas, and were soon, because of the urgent necessity of our Allies, scattered here and there along the entire French and British front. All of the American troops were never brought together, although the most of them were finally concentrated for the St. Mihiel driving slap and the Argonne-Meuse driving push.

After July 18, 1918, the entire length of American-Belgian-English-French front in France was a living, driving, shooting war-machine, all its parts coördinated and moving as Foch directed. At about the same time our Argonne-Meuse push began, the British started a drive of like proportions and importance near St. Quentin.

Our 27th and 30th Divisions, which had previously so distinguished themselves while with the British in the capture of Vierstraat Ridge and Mt. Kimmel, near Ypres, again demonstrated their prowess by breaking the "unbreakable" Hindenburg Line, the backbone of the German defense, at one of its strongest points.

A description of the Hindenburg Line at this point and of the operations of these two divisions will be found in more detail in the Divisional histories. The scene of this fighting can be visited easily from either Cambrai or St. Quentin.

After breaking the Hindenburg Line these two divisions operated as the II American Corps, and alternated with an Australian

corps in the British advance to the Seille River near St. Souplet.

WITH BELGIANS AND FRENCH

Our 37th and 91st Divisions had been fighting in the Argonne-Meuse until it was their turn to be relieved. The Belgians and French were at this time driving against the Germans near the Channel, so it seems to have been thought that a good way to give these two divisions their rest would be to send them up there to fight. There near the Lys and Escault rivers the 37th and 91st started in and did not stop their steady advance until the minute the armistice went into effect.

Along the line between the Argonne and Rheims two of our divisions assisted in the French Champagne drive. The 2nd Division spend a week in October at Somme-Py with the French where it attacked and captured Blanc Mont Ridge and Medeah Farm after sanguinary fighting. The Lone Star (36th) Division took up the fight when the 2nd was ordered away, and from near Ste. Etienne it pushed the Germans steadily back a distance of over 15 miles, which compelled the enemy to fall back out of artillery range of Rheims.

The visitor to the places where the 2nd and 36th fought will find them the easiest to see from Rheims. They can be seen at the same time that a visit is made to the towns and places east of Rheims where the 42nd did such good work during the last German drive.

NORTHERN BATTLEFIELDS OF FRANCE AND A TRIP INTO BELGIUM

With the exception of such places as Verdun, Rheims, and Ypres, the average American will be more interested as a general rule in those sections of the front fought over by Americans than elsewhere. This is most natural and probably represents the similar point of view of other nations engaged upon the Western Front. We hope, however, that our countrymen will make it a point to visit the battlefields especially sacred to our Allies, and study from their point of view their military operations during the World War. Not to do so will show that we are lacking in appreciation of their deeds and it will be certain to leave us with a one-sided view of the war.

Every American who possibly can do so should make a short side-trip into Belgium. You may come across the Channel from England to Belgium before going to Paris, or you may go from Paris, and the latter being the more probable way, the itinerary will be sketched with that trip in view.

The tourist must remember that there are several routes that may be taken from Paris to Brussels, and unless he is careful to see that his itinerary or his ticket is arranged to cover the itinerary

here laid down, he may get to Brussels sooner, but he will have missed the places which he should by all means see.

Shortly after passing the fortifications (soon to disappear) of Paris, your train should pass through Saint Denis, which contains the famous Cathedral wherein so many of the Kings of France are buried. For years this town has been a center of industry for the making of war material, such as ammunition, guns, rifles, tanks, etc. The British during the late war maintained a depot of motor experts and other specialists there. Because these activities were known to the Germans, the town was subjected to enemy air raids and bombardment from the long range guns.

You will next pass through part of the forest of Chantilly, which on September 3, 1914, the Germans occupied, but remained only for a few days. The officers lived in the smaller Château, and the troops in the larger. Fortunately, all the treasures had been previously removed. After the Battle of the Marne, Joffre moved to Chantilly, where French Headquarters remained until 1916.

AMIENS [1]

At a ford across the Somme the Celtic Ambiani built their capital, and from the earliest times Amiens always had a great commercial importance because of its position on the river. During the Middle Ages the city was famous for its cloth and for a vegetable dye stuff called "guède," the secret of which seems to have been lost. Christianity was first preached here in the 4th century by its first bishop, who was afterwards martyred. In 1597 it was captured by a crafty method adopted by the Spaniards, who sent forty soldiers dressed as peasants loaded with sacks of flour to pass through one of the gates as native citizens. The ruse worked perfectly. No suspicions were aroused until they were within, when they drew their weapons and giving a signal to other troops outside, attacked and overwhelmed the guard.

Twice during the World War Amiens was a particular German objective. In 1914 during their drive for Paris the Germans entered it on August 31, but the French reëntered the city on September 12. In 1918 when Ludendorff opened his first great offensive on March 21 it was at once seen that Amiens was its immediate goal. The towns of Bapaume and Peronne and the 5th British Army were overrun and when the drive was

1 AMIENS.—Distance from Paris, 77 miles, (122 kilomèters.) Hotels: Hotel de l'Univers, 2 Rue de Noyon; Hotel du Rhin, 4 Rue de Noyan; Hotel de Belfort, 42, Rue de Noyon; Ecu de France, Place Rene Goblet; Hotel du Commerce, 32, Rue des Jacobins; Hotel de la Paix, 15, Rue Dumeril; Regent House, Private Hotel; Restaurant Godbert, 62, Rue des Jacobins; Restaurant Josephine; Restaurant Henriette, 12 Marche Tauselles. Garages: Sauvage et Roy, 95, Boulevard d'Alsace-Lorraine; Lucien Corroyer, 24, Jules Barni; Henri Robart, 36 Rue des Jacobins.

stopped by the French 10 days after it started, its point was only 10 miles from Amiens. During the latter part of August, it was subjected to several bombardments by aërial torpedoes and a long range 280 m.m. gun later captured by the Australians, taken to Paris and placed in the Invalides. How the Germans fell back before the Foch offensive of August is an old story.

One of the finest Gothic cathedrals in France is the famed one in Amiens, begun in 1220 A. D. It is particularly the finest combination of sculptural and historical art in France. In fact its sculpture may be called a résumé of the religious aspiration of the centuries. The visitor should especially examine the wonderful rose window and the triple portal which takes its three names from the statues on pedestals between the doorways, that of Christ in the center, the Virgin and St. Firmin on either side. It will be well worth any one's while to study the sculptured apostles ranged on either side the Christ, the Bishops and martyrs with St. Firmin and the figures that accompany the Virgin, to say nothing of the rest. The Cathedral was bombarded during

the war and struck several times but was not materially damaged. All the sculptures were protected by bags of earth which had been piled up around them.

The heights above Cantigny where the 1st Division gave so good an account of itself are only about 14 miles from Amiens on the way to Montdidier.

East of Amiens 12 miles is Hamel and those who have a particular interest in the exploits of the 33rd Division should by all means while at Amiens visit this village. As a sort of Fourth of July celebration in 1918 the Australians and a part of our 33rd captured Hamel. (See History of the 33rd Division.) While at Hamel one should also visit the nearby Chipilly Ridge and Gressaire Woods which during August were the scenes of severe fighting in which the 33rd Division again participated. It was in the town of Hamel that Corporal Pope won his Congressional Medal of Honor and on Chipilly Ridge that Corporal Allex won his. (See Citations under 33rd Divisional History.)

ARRAS [1]

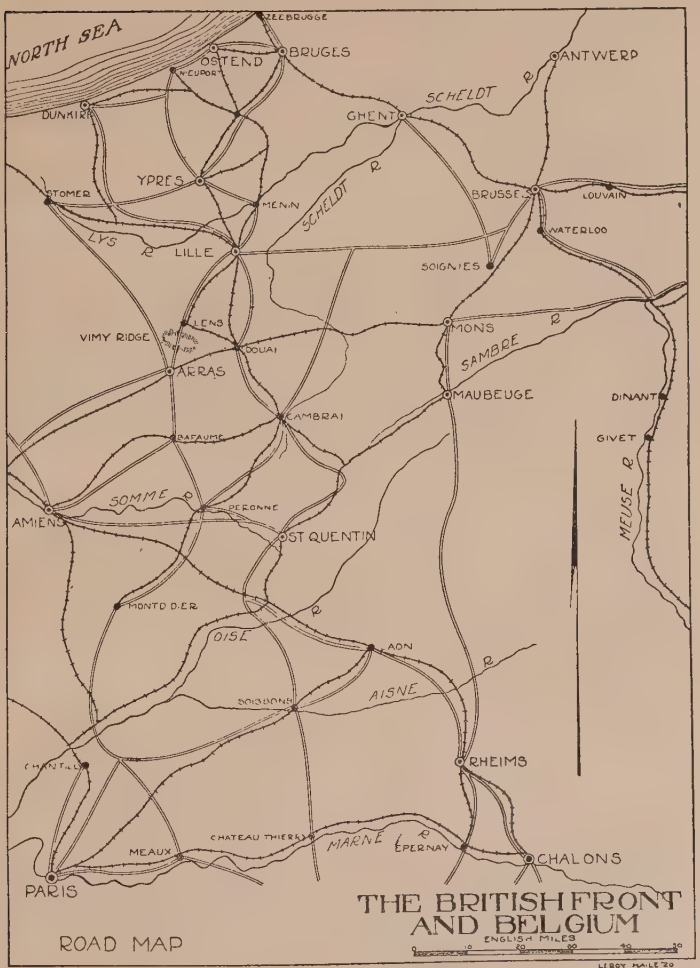
Arras has an interesting history. In 407 the city was captured by the Vandals, who slaughtered the Bishop, St. Diogenes, at the foot of his altar. Later the Huns, under Attila, utterly destroyed the city. But it was restored only to be sacked again by the Northmen in 881. From 1180 to 1384, it enjoyed so much prosperity that its bankers were enabled to lend money to the Kings. During the Reign of Terror, it was in Arras that an old man, his daughter and their servant were guillotined for having in their possession a parrot that they had brought from Belgium and which had been taught to say "Long live the Emperor." (Vive l'Empereur.)

If practicable, we advise you to stop at Arras and motor up to Lens, stopping off to visit Vimy Ridge (3 miles south of Lens) on the way. Between Arras and Lens there is a British and Canadian Section of the front that will make every American recall General Sherman's definition of war. You will see trees killed by poisonous gases, ground turned up by fiendish shells, villages practically buried under heaps of ashes and dust; twisted heaps of barbed wire and lines of trenches without end.

Arras had before the war quite a prosperous business in cereals. Centuries ago this was exclusively an agricultural region, but the numerous factories surrounding the town indicate that it has now developed into an industrial center.

From September 2, 1914, until 1916 the fight raged for the possession of Arras. The Germans captured it September 15,

[1] ARRAS.—Distance from Paris, 105 miles (169 kilomètres). Hotels: Hotel de Commerce, Rue Gambetta; de l'Univers, Place de la Croix Rouge; de Strasbourg, Boulevard de Strasbourg. Garages: Delansorne, Route de Lille; Dumetz, Boulevard de Strasbourg; Desiré, Place du Vitz d'Amain.


NORTH SEA
ZEEBRUGGE
OSTEND
NIEUPORT
BRUGES
ANTWERP
SCHELDT R
DUNKIRK
GHENT
YPRES
STOMER
MENIN
SCHELDT R
BRUSSELS
LOUVAIN
WATERLOO
LYS R
LILLE
SOIGNIES
VIMY RIDGE
LENS
DOUAI
MONS
SAMBRE R
ARRAS
MAUBEUGE
DINANT
CAMBRAI
BAPAUME
GIVET
MEUSE R
SOMME R
AMIENS
PERONNE
ST QUENTIN
MONTD.E.R
OISE R
AON
AISNE R
SOISSONS
RHEIMS
CHANTILLY
CHATEAU THIERRY
MARNE R
EPERNAY
CHALONS
MEAUX
PARIS
THE BRITISH FRONT AND BELGIUM
ROAD MAP
ENGLISH MILES
LEROY HAILE '20

1914, but retained it for only a few days. The Crown Prince established his headquarters at the Citadel, and his billet at the Hôtel de l'Univers, where you may want to go for at least a refreshing cup of coffee or tea.

Throughout the war Arras was never entirely quiet. The real bombardment started October 6, 1914. The day following the Hôtel de Ville was in flames. October 9th the casualties were so great that orders were given to burn civilians and soldiers where they fell, and at Amiens gate 72 soldiers, officers, women and children, all in one pyre, were burned together.

Architecturally the most interesting sights are The Small and the Large Square (Petite Place and Grande Place), which are indeed delightfully harmonious and pleasing. One may, with great profit, let the imagination loose while there. What scenes the past centuries unfold to us: Jousts, tournaments, mystery plays, tight rope walkers, conjurers, quacks of all kinds and executions. These squares have seen them all, time and time again.

Ask to be conducted to the Hôtel de Ville, the famous Belfry, the Delean house, with its good early architecture, the Cathedral and the small house at number 5, rue des Rapporteurs, where Robespierre lived. It is said that from the balcony he watched some of the heads of the persons fall whom he had condemned during the Reign of Terror. But we must be on to

VIMY RIDGE

As at Verdun, the Argonne-Meuse and Château-Thierry, if one expects really to see everything, at Arras, Vimy Ridge, and Lens, one will need a good pair of boots or hiking shoes, a light lunch with a bottle of water (there are those who prefer wine), and a stout heart. A long walk may bring one or two congenial souls in at night terribly weary, but with a greater fund of genuine impressions than we can give you in a whole book. You can really see more than the doughboy who fought over the ground because you can walk about in peace while he learned from bitter experience to expect something from a sniper whenever he got a bit curious to view the landscape. Even so, we expect the great majority of American tourists to go either by train or motor.

From Arras to Lens it is about ten miles. Vimy Ridge is half way. First of all we should see the rough block of stone surmounted by a cross erected to the memory of the thousands of Canadians who died in this vicinity. The majesty and simplicity of that monument will touch you. The inscription is:

ERECTED IN MEMORY
OF THE
OFFICERS, NON-COMMISSIONED OFFICERS AND MEN
CANADIAN CORPS ARTILLERY
APRIL 1917

Vimy Ridge was taken and retaken. The Canadians who had fought so well in war here for two years, captured it April 9, 1917. The German monument, to be found a little farther on, erected for their soldiers tells the other side of the story.

It takes but a glance, even by the novice in military matters, to see the importance of this Ridge. Note for yourself what a commanding view of the country you get from it.

The highest point of the Ridge is Hill 145, just northeast of the town of Vimy. Besides using all their skill in the defense of this commanding position, the Germans cut two large tunnels through the Ridge to enable them to pass troops and supplies easily through.

During a severe storm at 5:30 A. M. April 9, 1917, the gallant Canadians after an intense bombardment attacked. Within an hour they had gained the plateau, and with the exception of the northern end of the Ridge, capured the entire first German line. While the Canadians were advancing up the slopes of Hill 145 the carefully concealed entrance of one of the tunnels was suddenly thrown open and the German reserves located therein were quickly deployed, and succeeded in retaking part of the line. But their success was not permanent. By the next day, after desperate fighting during the night, the enemy was driven from his redoubts on the Hill at the northern end. The Scottish and North Country troops on April 9th did some excellent work on the southern end of the Ridge, capturing a large number of prisoners, including a Brigadier General and his staff.

The tourist who is hiking will not think of going into Lens from Vimy Ridge without first tramping over the principal part of the terrain covered in the Artois Battle. But such a person will have detailed maps and other suitable military data such as it is not possible to give here, and so we will hurry on to Lens.

LENS

Before the war Lens was a thriving city of 35,000 inhabitants. Long ago it was a fortified place, captured and recaptured in the wars of 15th and 17th centuries.

One grows accustomed to ruins, the eternal ruins found along the front. But here one feels the ruins anew. They are pathetic reminders of the crushing destructiveness of war. The buildings, the homes, the churches are crushed; everything in fact, except the spirit of the people who lived there.

In the Place de la République you will see an enormous pile of débris, much higher than the other mounds in the vicinity. Here the church stood that contained the remains of an English monk named St. Vulgan, who preached Christianity to the neighboring country in the 6th century. From the top of this mound, as long as it remains, you can get an excellent view of the city and

the mines to the north. Before you leave see if there is still a wooden sign board with the following inscription:

"LENS VEUT RENAITRE"
(Lens wants to live again)

You will feel what it says and you will believe what it suggests. We all have faith that Lens will live again.

Lens was the great coal city of France, the retention of which by the Germans was such a heavy loss to the French throughout the war. The destruction of its mines is one of the many things about which the French feel very bitter.

In 1862 there was organized The Coal Mine Company of Lens (Société des Mines de Lens) which produced one-tenth of all the coal produced in France. In addition this company produced 660,000 tons of coke in 1913 which quantity was to have been greatly increased in 1914. To what extent these mines and all the instrumentalities that pertained to their production, such as machines, boilers, railways, canals, workshops, etc., were destroyed should be seen. Any description of it creates but a shallow impression, compared with a view of the actual scenes. Go to the mouth of mine number 4, not only for a typical scene of devastation, but also for a good view of the surrounding country. From here you see to the south the mining town of Liévin, very close to Lens, equally large and important and equally destroyed. Vimy Ridge can also be seen to the south. To the northeast there are the Courrière mines, and to the northwest is the famous Hill 70 that you may remember in the French communiqués.

The work of bringing Lens back to real life again has begun in earnest. Thirty thousand horse-power pumps are in full operation at the flooded mines and evidence of strenuous activity makes us believe that within a few years the sturdy citizens of Lens will be able to report "All is well."

But if your itinerary goes via St. Just or St. Quentin your first stop should be at Cambrai. Between St. Quentin and Cambrai runs the canal where the 27th and 30th broke the Hindenburg Line, and the scenes of their fight are best made from St. Quentin. (See 27th and 30th Divisional Histories.) At Cambrai you begin to get into the country famed in early times for manufacture of cloth. Cambrai gave its name to a fine linen called cambric, although the French called it "batiste" after its inventor. Cambrai is famous because there General Byng made a drive of 10 miles that sent a thrill of expectation through the world. It looked as if the trench system of the Germans had finally been broken. But the Germans saw the danger and countered so heavily that Byng came back 5 miles. Near Cambrai the 5th British Army had its position when the first German

Photo. by Underwood & Underwood

YPRES

The Indescribable

drive came in 1918 and it was badly defeated. It was a scratch corps, and American engineers happened to be there, and got into it, that stopped the Germans from breaking through between the British and French armies. Naturally, therefore, one may expect to find Cambrai a very much shot up town. Douai, if you can stop there on your way from Cambrai to Lille, will be best remembered because it gave its name to the Douai or Douay Bible, the English Roman Catholic translations of 1582 and 1610.

From either Arras or Cambrai the next place of importance is

LILLE [1]

At Lille, the home of "lisle thread," the stories will again crowd into the mind of the German deportations and other crimes committed there, particularly against the women. Beyond Lille only a few miles and you are in

BELGIUM

The unconquerable spirit of the people of this little "cockpit of Europe" gained the admiration of all Americans. No less did the monstrous wrongs perpetrated against them gain for the Germans the hostility of Americans and the world. The horrible memories of von Bissing's firing squads will not leave the visitor unmoved when he visits the actual scenes where these shootings took place.

The first town in Belgium to visit will be the one you can last forget.

YPRES

Ypres to us is the indescribable and so we shall confine ourselves to only a few general remarks and leave the rest for you to actually see when you arrive there. Ypres is to the British what Verdun is to the French.

Four years of fighting in the "salient of Ypres" was a long test for the Anglo-Saxon. As at Verdun, no man can realize what the cruel conditions of war were there unless he was in it. The British soldier has ever been known as a stubborn, plucky chap. After his work at Ypres it would take a strong and strange man to say that his qualities of courage and determination had diminished one iota since the earliest times we have read of him. All honor to such a gallant ally and his equally worthy colonials.

1 LILLE.—Distance from Paris, 134 miles (215 kilomètres). Hotels: Grand Hotel Bellevue, Grande Place and Rue Jean Roisin; de l'Europe, 30–32, Rue Basse; Royal Hotel and Restaurant, 2, Boulevard Carnot; de la Paix, Rue de Paris; Moderne, Parvis Saint-Maurice; de Lyon, Place de la Gare; de l'Univers, 19, Place des Régniaux; des Régniaux, 17–21, Place des Régniaux. Garages: Berliet, 197, Rue Nationale; Pipe, 5, Rue de l'Orphéon; S. de Nadaillac, Ibis, Rue de la Chambre des Comptes; Verstraete, 204, Rue Nationale; Maurice Delesalle, 5, Rue du Palais Riour.

The First Battle of Ypres was from Oct. 16 to Nov. 11, 1914. The Second Battle was from March 16 until May 17, 1915. The Third began in June, 1917, and the Fourth Sept. 28, 1918. On Thursday, April 22, 1915, the Germans launched their first gas attacks. It was directed against the Canadians. Such a thing as a gas mask was undreamed of. Men began to fall, twisting and writhing in the throes of suffocation. Was there ever such a scene in all the history of the world? Were strong men ever put to a severer test? And yet those Canadians who had not fallen, stood their ground. The inhabitants of the city had remained up to this time, but poisonous gas was too much for them. They left.

Ypres, called by the soldiers the "City of Sign Boards" inasmuch as the houses of the city itself, which were so utterly demolished, lay in such heaps of powdered ruins that it was necessary to have signboards to locate oneself, Ypres, the "Wipers" of general parlance, is probably the most shot-up large town in the world. It is not a place to visit simply out of morbid curiosity, it is a place to see with all reverence to the dead and honor to the glory they gained for England and themselves. "This is Holy Ground" is a sign that you may see there, and that sign should hang forever. A visit will not only repay you in the sights you will see, but you will be making a pilgrimage to an English shrine at which the homage of the world is due.

Ypres is to remain—according at least to present plans—untouched as a memorial to the magnificent valor of the British, who in tens of thousands died here in barring the way to Calais. It was here that they repulsed three great German attacks, in 1914, in 1915, when the enemy first used gas, and in 1918. Also from Ypres were started the two great British drives of 1917 and in 1918. Every square foot of land for miles around has been fought over time and time again. Ypres is one of the most awe inspiring battlefields of all Europe.

There is so much to see in the "Ypres Salient" that it is difficult for us to advise you in a few words what to see and what not to see. For there is scarcely a place between Langemarcke and Hollebeke but what has some spot sacred to the British. After visiting this section, provided time permits, motor down to Kemmel Hill where you can get a most excellent view of the battlefield.

You will be offered a score of side trips while you are in Ypres. One trip will surely take you out along the famous 12 miles between Ypres and Menin and into that spot of fierce fighting known as the "Tragic Triangle." Vierstraat Ridge is where our 27th and 30th Divisions assisted the British in an attack. The 37th and 91st also fought on the Lys and Escault rivers near the city. The highly organized Mt. Kemmel, because of its importance, will also be on most of the itineraries.

After you leave Ypres, during all the rest of your trip through Belgium, you will not see the sad marks made by the ravages of war. It will be to you, as it has been to others, a cause both of remark and surprise. The explanation of course is that the Germans were in full control of Belgium, and they had their prisoners make all the necessary repairs and keep everything going at top speed in the matter of war material production. Consequently there are no ruined Belgian cities except Ypres and some small places near there in No Man's Land. A great part also of the rapid reconstruction which has wiped out the marks of war is due to the natural thriftiness of the Belgians themselves.

BRUGES

The Belgian Venice

Of all the towns in Belgium of unique interest, Bruges heads the list. It has no equal as a quaint and charming place in which to spend any amount of time. The word "Bruges" means "Place of Bridges" and will be understood when you see the many bridges over the canals. It is the capital of West Flanders and has preserved more than any other city of Europe its mediæval characteristics. For nearly three hundred years during the 13th, 14th and 15th centuries Bruges vied with Ypres and Venice as being the most important commercial center of Europe. It was the head of the Flemish Hansas in London and monopolized the English trade. Its wealth is shown by the story told of Queen Johanna of Navarre who when she visited Bruges and saw the rich and splendid costumes of the people said that she had always thought that she was the only queen, but here she found hundreds of people who had as many and as fine dresses as she had.

The church of St. Sauveur has the highest rank of the city churches. Its exterior because of restorations after fires, is not so imposing, but its interior is almost perfection architecturally, and it also contains many good paintings of the excellent Bruges school. Notre Dame, like the church of St. Sauveur, is a pointed Gothic structure of the 12-13th centuries. It contains the famous marble group of the Virgin and Child by Michael Angelo. Interesting too is the gem of a church, "Chapelle du Saint-Sang," the name of which is derived from the drop of blood of the Savior brought from the Holy Land in 1149 by Theodoric, Count of Flanders.

The Town Museum houses the Picture Gallery with its collection so important to students of early Flemish art. Ladies will desire to go to see the wonderful collection of laces in the east wing of the Grunthuuse Mansion, a house interesting also because it sheltered in 1471 the exiled Edward IV of England.

Perhaps the finest of the buildings in the city is the Stadhuis or

Hôtel de Ville. It is a Gothic structure of excellent design and beautiful architectural detail. From its windows the Counts of Flanders when they acceded to the throne, used to swear to maintain the laws and privileges of the city. In deference to the staple industry of Bruges the ancient Order of the Golden Fleece was instituted.

It was in Bruges that the crews of the U-Boats held their notorious orgies after they had returned from their cruises.

From Bruges you will certainly want to run down to Ostend.[1] Arrange if possible to make it a week-end visit. Ostend is Belgium's greatest and most fashionable seaside resort, its Newport one might say, as well as one of the most cosmopolitan of all European watering places. The Dique or stone dyke along the coast is a promenade second to none in interest. Beside it near the west bathing beach is the Kursaal with the great concert hall, ball room and restaurants. Do not fail to rent a bathing "machine" and have an Ostend bathing experience. There is a great deal to be said of the bathers and very little of the bathing suits.

From Bruges you will go to

GHENT

This city will fascinate the visitor. Its 65 bridges which connect together the 13 islands on which a great part of the city is built give it an unfamiliar appearance to the American visitor. The city is often called "The City of Flowers." It has in fact over a hundred great greenhouses.

The weavers made the early history of Ghent famous, and they and the other trade guilds were so powerful that they were able to obtain privileges from their sovereigns that contained the germs of constitutional freedom. The square, Marché du Vendredi, was the spot where nearly all the historical events connected with Ghent took place. When the great bell sounded the members of the trade guilds flocked to this square, and here many a revolt was begun. A statue of Jacques van Artevelde stands in the middle of the square. He is portrayed as the orator who persuaded the citizens to ally themselves with England. As might be expected, Belgium is full of reminders of the nearness of England.

The Cathedral of St. Bavon contains the masterpiece of the early Flemish school of painting, the Adoration of the Immaculate Lamb. The belfry of the cathedral, the Hôtel de Ville and the Château des Comtes, a good example of a mediæval fortress, are the other buildings of most importance and worth.

1 OSTEND.—Hotels: Providence, Promenade; de la Plage, Promenade; de l'Ocean, Promenade; Splendid, Promenade; Majestic Palace, Promenade; Le Grand Hotel, Promenade; Princess, Promenade; Imperial, opposite Kursaal; Savoy, Rue Royale. Garages: Palace, Avenue de la Reine; des Deux Gares, 21, Rue de Stockholm; Citroen, Boulevard Van Iseghem; Christiane, Chaussée de Thourout.

ANTWERP

Antwerp is one of the great seaports of Europe, having served Germany almost as much as Belgium. It is also the commercial metropolis of Belgium. Its strategical importance was recognized by Napoleon who in 1800–1803 caused quays and a harbor to be constructed. The city was considered one of the strongest of the fortified places in Europe, having been changed from 1859 on from a fortified city to one surrounded by a ring of outlying advanced forts. It had been calculated that it would take an army of about 300,000 to besiege the city and that it could hold out for a year against starvation. However, in 1914, the great new German siege guns crumpled a fort almost at a single shot, and King Albert and his troops retreated along the coast until they joined the English.

Its cathedral is the best Gothic church in Belgium. Its interior with its six imposing aisles is especially impressive. In the south transept is one of the masterpieces of the world's paintings, Rubens' Descent from the Cross. The tomb of Rubens is in the church of St. Jacques, the altar piece in the chapel being a late work of Rubens.

Most important of all things in the city to see is the collection of paintings in the Royal Museum. Some of the famous paintings by Rubens are the Adoration of the Magi, the Holy Family, Christ on the Cross, Christ between the Two Thieves, and the "Christ à la Paille." Masterpieces also of other painters abound: van der Weyden, van Eyck, Matsys, van Dyck, Rembrandt (the Saskia), Memling and many others being represented.

Those who have time to spare will do exceedingly well to make a day's excursion into Holland. You can easily see, in a cursory way, Rotterdam, Amsterdam, and the Hague, the people in their quaint costumes, and some of the life in general of three at least of the most famous of the towns in this interesting country.

MALINES

From Antwerp, the commercial capital, it is a very short run to Malines, the religious capital of Belgium. It now has particular interest as the home of Cardinal Mercier, whose career during the war made him a figure of world-wide note.

LOUVAIN

This town shares with Rheims the reverent respect of the Allied world because of its sufferings. The Germans have made the claim that their troops entering Louvain were fired upon by civilians and in reprisal they destroyed the town. But there seems to be proof enough from other authorities to guarantee the contention that it was destroyed to make an example. But irrespective of whether or not indiscreet citizens fired on the German

soldiers, the reprisal which included the destruction of a library with irreplaceable manuscripts is something that can never be forgiven.

In early times Louvain was an important center of the woolen industry, but because of civil strife the weavers who composed the most numerous guild left the city and Brussels stepped into its place as the leading city in the trade. However, to compensate—seemingly—for this loss Louvain became one of the most famous university towns in Europe. Its famous university was founded in 1423, and in 1547 it had 43 colleges and over 4000 students. The library of the university contained many priceless manuscripts and books, all of which were burned by the Germans.

BRUSSELS [1]

Brussels is, after all is said about other places in Belgium, the one place which must be seen whether others are or not. It is a wonderful city, it is the capital of the country, the seat of government and of the royal residence. During the world war it was the seat of the government for the Germans during their occupancy of Belgium.

The city is usually spoken of as divided into two parts, an upper and a lower city, the royal palace, the embassies, the Houses of Parliament (Palais de la Nation) and the fine city houses being in the former part, while the lower city has the market place, the Hôtel de Ville, and the fine mediæval guild houses.

The Park used to be part of a ducal hunting preserve in the 14th century and was transformed for a time by the Emperor Charles V into a tournament ground. The King's palace and the Houses of Parliament are respectively on the south and north sides of the park. There are two churches which every visitor will want to see: Ste. Gudule with its fine stained glass windows and containing the masterpieces of Verbruggen, the oak pulpit representing Adam and Eve expelled from Eden, and the Beguinage with its spacious interior.

The Palace of Justice is the most pretentious of all structures in the city, being at the same time the largest building constructed during the 19th century, and one of the most beautiful. The area, 270,000 sq. ft., which it covers, exceeds that of St. Peter's at Rome. From the terrace on the west side one can get a splendid view of the lower part of the city.

1 BRUSSELS.—Distance from Paris, 193 miles (310 kilomètres). Hotels: Metropole, Place de Branckere; Grand, Boulevard Anspach; Palace, Place Charles Rogier; Artona, Rue Royale; Hotel de Belle Vue and Flandre, Place Royale; Hotel Britannique, Place du Trone; Hotel Carlton, Avenue Louise; Hotel de l'Esperance, Gare du Midi; Pension Russell, 37, Rue Facqz, Avenue Louis; Hotel Trappist-Nord, 135, Boulevard Adolpe Max. Garages: Grand, Place Ste. Catherine; de l'Activité, 60, Rue de l'Activité; Bruxelles Auto-Palace, Rue Cornet de Grez; Franco-Belge, 202, Chaussée de Boendael; de Pont de Luttre, 176, Avenue Van Volseem; de Tenbosch, 44, Rue Tenbosch.

The Royal Museum of Ancient Painting and Sculpture has a magnificent collection of art which no one should miss. There is also a Museum of Modern Paintings, a Museum of Natural History, and a Royal Museum of Decorative and Industrial Arts, all of which will amply repay all the time that can be devoted to them.

One of the most beautiful of all buildings in Belgium is the Hôtel de Ville of Brussels. Its court, its 370 foot tower, and its collection of paintings all are superb. The guild houses are also most interesting and their architecture shows both the beauties and vagaries of 17th century work. Many Americans will desire to visit the place where Edith Cavel was shot by the Germans, and also to see the prison, St. Giles, in which she was kept before her execution.

It is only a few miles from Brussels to the field of Waterloo where Wellington crushed the overweening ambitions of the great, the preposterously great, Napoleon, in June, 1815. A day's trip over this battlefield, which can be reached by either an auto or street car, will be a never-to-be-forgotten experience.

From Brussels one way back to Paris will take the traveler through Mons, where, during the first few days of the war, the British Expeditionary Force, who adopted the name "Contemptibles" given them in derision by the Germans, put up such a wonderful defense until outflanked. There is no reason to stop off at Mons or at Maubeuge, or St. Quentin, where the railroad crosses the Hindenburg Line.

Another way from Brussels goes through Namur and Givet, where it will not pay to stop off; then through Rheims to Paris.

CHAPTER XI

VERDUN, ST. MIHIEL AND THE ARGONNE-MEUSE

VERDUN, ST. MIHIEL, AND THE ARGONNE

A VISIT to these three places will be the most interesting, the most satisfying and the most thrilling to Americans of all the trips along the entire battle front. Here at Verdun, sometimes called "The Slaughter House of Germany," the French immortalized themselves; at St. Mihiel the Americans gave a convincing answer to any doubts as to their readiness, efficiency and dash; from near Verdun also the Americans started their Argonne-Meuse drive that rivaled, if it did not surpass, any offensive during the war in number of men engaged, in number of casualties, in intensive and unrelenting push, and in results obtained. These three places ordinarily should be covered in the same trip, which ought to last two or three days at least. Accommodations can be found in Verdun.

VERDUN [1]

There are two ways to reach Verdun from Paris, by train or automobile. The latter will be by far the more interesting if the run is made via Rheims, for from there to Verdun an excellent road can be taken that crosses No Man's Land several times and passes through the following places of interest:

Moronvilliers Heights overlooks the plain of Chalons and the hollow in which Rheims lies. Bitter fighting took place on these heights which the Allies were unable to capture and hold until September, 1918.

After Moronvilliers you soon reach St. Souplet and Somme Py, which are associated with the history of our 2nd, 36th and 42nd Divisions. The trench systems near Somme Py are worth a stop of a few minutes. The line stabilized in this vicinity with the result that the trench systems are most complete, containing many spacious concrete dugouts.

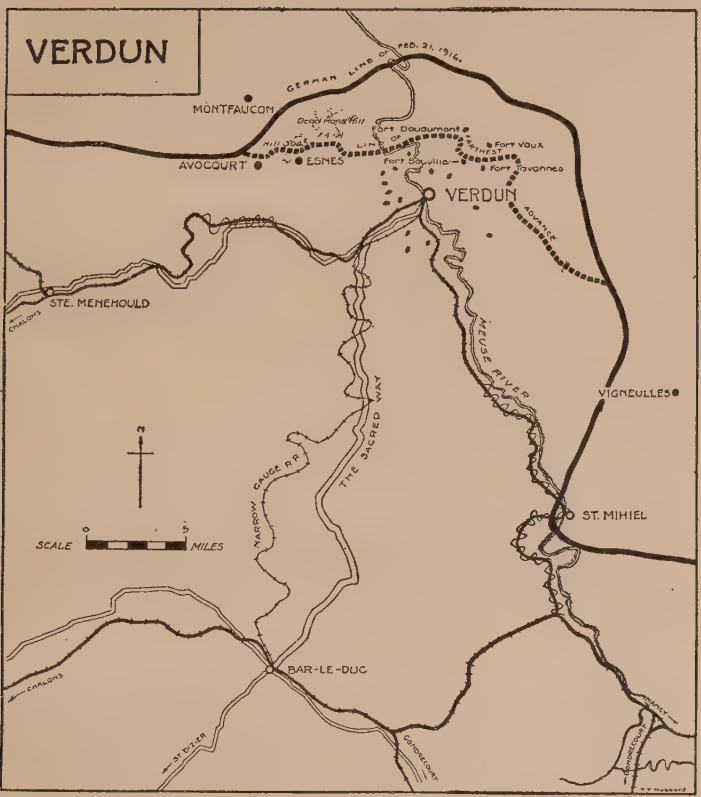
If you get tired of devastated battlefields take the road to the right at Ville-sur-Tourbe for St. Menehould, where you can spend

1 VERDUN.—Distance from Paris, 147 miles (237 kilomètres). Hotels: Du Coq Hardi (restaurant), Rue du Saint-Esprit; Cloche d'Or, 10, Place Saint-Paul; De Metz, Rue du Port de la Madeleine; Raymond & Whitcomb Hotel, 50 beds, running water and baths. Garage: Rue de la Rivière.

Bar-le-Duc and Commercy are the best centers for those desiring to visit the Saint-Mihiel salient, who do not motor there from Verdun.

a comfortable night or get a good meal. The country around St. Menehould is beautiful and ideal for motoring.

From St. Menehould you can continue by way of the Argonne Forest to Verdun, entering this historic city by the Gate of France.



A second way to get to Verdun from Paris by automobile is via Bar-le-Duc. This route is quicker than the one through Rheims. The last part of it is most interesting because from Bar-le-Duc into Verdun your road is the "Sacred Way" itself, near which was the famous narrow gauge, and along these two ways by almost superhuman efforts were carried for months the supplies that made it possible for Pétain's "They shall not pass" to be realized.

If you go to Verdun by train, you will pass through St. Menehould, between which place and Verdun the German guns at Mont-

faucon, in February, 1916, cut the very railroad you will be traveling on. The other main line of railroad from Nancy or Chalons went through St. Mihiel which was cut by the St. Mihiel salient.

Here in Verdun almost before you have passed through the France Gate the thrill that went through the world in those memorable months in 1916 will again permeate to your very heart. You are standing on soil where France stood and bled in as grim and as quietly a determined defense as the world has ever seen. Study well the ruins of this famous town and recall to mind that there was but one house in the entire place unstruck. The battered ruins will give you an unforgettable picture of the destructiveness of sustained artillery fire.

Verdun, one of the most ancient of French fortified cities, is situated in a valley on the banks of the Meuse, and on the Roman road from Rheims to Metz. Mention of it can be traced back to 140 A. D. It was at Verdun that the celebrated treaty of 843 was signed, dividing the Empire of Charlemagne among his three grandsons: Lothair received Italy, Burgundy and Lorraine (Verdun was then part of Lorraine); Louis, Germany; and Charles the Bold, France.

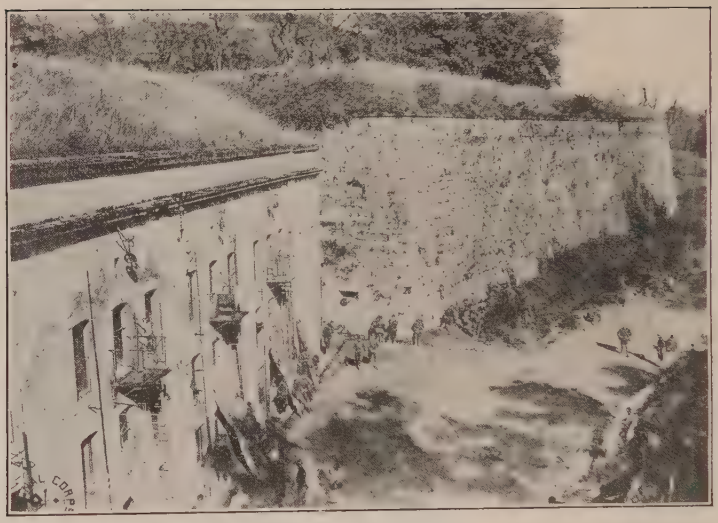
Verdun was one of the three Bishoprics (the other two being Metz and Toul) dating from the fourth century which played so great a part in the early history of France. After a long occupation by the Germans, Henry II, King of France, retook Verdun, the restoration of which to France was guaranteed by the Treaty of Westphalia in 1648. The treaty also gave Alsace to France.

From time immemorial Verdun has played an important part in resisting invasion. Since the year 450, when Attila left it "like a field ravaged by wild beasts," it has been besieged at least ten times.

THE SIEGE OF 1792

On this occasion the town surrendered to the Prussians after a brief resistance. During the occupation some of the women, of royalistic sympathies, went to the camp of Bras and offered dragées (a sweetmeat that is still a specialty of the place) to the King of Prussia. The victory of Valmy forced the Prussians to leave the city, whereupon the ladies who offered the dragées to the King were arrested. Only two of them (the youngest) escaped death. Many French authors (including Victor Hugo and Lamartine) have written about this pathetic incident.

The Siege of 1870. In 1870 Verdun offered a more serious resistance, and the town, after a very vigorous bombardment, finally capitulated with honors of war. Verdun was then occupied by the Germans until the war indemnity of about one billion dollars was paid off in September, 1873. The name of the German



The Citadel at Verdun

Death Valley near Fort Douaumont, Verdun

Prefect who governed Verdun and the Meuse province was von Bethmann-Hollweg.

When the World War broke out Verdun contained about 14,000 inhabitants and a garrison of 20,000. The chief industry is the manufacture of the famous "dragées" or almond sweetmeats which dates back to the year 1500. When a monarch or distinguished stranger entered the city in olden times, it was the custom to present him with some of these sweets. Another industry peculiar to Verdun is the hand embroidery made by the peasant women.

WHAT TO SEE IN VERDUN

There are two things in Verdun that every visitor should see.

First, the Cathedral. This ancient edifice was built in the 5th Century by St. Pulchrome on the ruins of a Roman Castrum like those at Rheims, Metz, and Trèves. It has been destroyed, restored, and greatly altered ten times and from an architectural standpoint it is greatly disfigured, in that it has only two towers whereas it originally had four. It was seriously damaged during the war, the vaults were pierced, the roof destroyed and one shell striking near the apse exposed an unknown subterranean passage to the citadel.

The Cathedral is not very remarkable for elegance or beauty, although it is interesting. The present bells in the towers weigh four and six tons respectively. They were cast so as to have the same proportions and tones as those of St. Germain-des-Pres Church in Paris. To those who have studied cathedrals the apse of the Great Choir, the nave and the two choirs (notice the wood work), and St. Saintin's Shrine will be interesting.

The Bishop's Palace, adjoining the cathedral, has been turned into a museum which contains a fine collection of medals, coins and fragments of the ancient Abbey of St. Vanne, the most interesting of which is a Pagan altar.

Upon leaving the Cathedral cross the Esplanade to the second and most interesting thing to see in Verdun.

The Citadel. Without this underground village France could never have stopped the German attacks of 1916.

The Citadel proper occupies the site of the ancient abbey and church of St. Vanne, erected in the 15th century on the hill where, in the days of Clovis, the dragon with poison breath was said to have lived. According to the legend, St. Vanne first tamed the dragon, then led it to the River Meuse, where it was drowned.

The first Citadel, begun in 1552 by Henry IV, was finished in 1630. The second was the work of the great engineer Vauban (1670-1682). Of the Abbey of St. Vanne, only a square Roman tower of the 11th Century remains. Little did its builder realize

that this tower would be used as a great wireless station during the World War.

The present Citadel is nothing more than an immense underground village which was used during the attacks, to shelter in perfect safety as many as 20,000 troops, as well as that part of the civilian population which was allowed to remain. It was a target that resisted the largest German guns. Every modern convenience, including a café, chapel, store, and theater, can be found in the series of deep underground vaults, which taken together are called the Citadel. There are 12 miles of these subterranean passages which were built some 38 years ago. It may be of interest to know that with the return of Alsace and Lorraine to France, Verdun will not be of sufficient strategic value to warrant the military maintenance of the Citadel with the result that the tourist will have access to those parts heretofore forbidden to him. However, this subterranean city, irrespective of its present or future military value, fully paid for itself when one considers that every regiment that defended Verdun during 1916 secured safety, rest and food in its dormitories.

TRIPS TO VERDUN'S BATTLEFIELDS

Before making these trips one should read the account of the 1916 attacks on Verdun (see page 75, Chapter VIII, History of the World War) so that one may be mentally prepared fully to understand and appreciate the existing or remaining signs of this, the longest and bloodiest battle of the war. Those who desire to study the operation in more detail than will be possible during a conducted tour will find in the appendix a detailed statement chronologically arranged of the operations around Verdun in 1916.

A TRIP TO THE FORTS

The first trip should include the forts Tavannes, Souville, Vaux, and Douaumont, east of the Meuse.

Tavannes Fort. The road you use in going to this fort was heavily shelled from Feb. 21, to Dec. 1916, during which time it was used by the troops proceeding to the Vaux-Douaumont Sector. You pass the municipal cemetery containing the graves of more than 5000 French soldiers. The Germans were never able to take Tavannes Fort which dominates the ground behind Vaux-Souville line. Near the fort is the long Tavannes Tunnel which despite the fact that its entrances were constantly shelled was used as a shelter for the reserves and as a munition depot. It was in this tunnel that a munition depot blew up on the night of September 4th, killing several hundred French soldiers.

In going from Tavannes Fort to Vaux Fort you pass through Chenois and Laufee Woods in which some of the bitterest fighting of the war occurred.

Vaux Fort. This fort was built of reinforced concrete, and only completed in 1911. Smaller and less powerful than Douaumont Fort, it dominates the plateau to the south of Vaux ravine and the reverse side of Douaumont Plateau. The defense of Vaux Fort will forever testify to the valor and bravery of the French poilu. On March 9th the Germans announced its capture *but this is its true story:* Its defenders repulsed heavy at-

tacks from March 9th until June 2 when the Germans gained a foothold in the northern moat. The enemy then outflanked it on the north at Fumin and on the south by capturing Chenois Woods. Up to this time 8000 shells dropped daily upon the fort and its surroundings. After June 2 the commander of the fort (Raynal) and his men were imprisoned in the underground chambers of the fort, being unable to hold the outside ground. Yet they refused to surrender. On June 4th, 100 men managed to fight their way out. On June 5th the Commandant sent his

last message which ended—"We have reached the limit, officers and soldiers have done their duty. Long live France." Nevertheless the fort refused to surrender and the best French troops repeatedly failed in the attacks to relieve the situation. The Germans finally succeeded in driving the French out of the casemates by lowering baskets of grenades with retarded fuses and by using liquid fire and poison gas. Driven back into the underground passages the French continued to fight with bayonets and grenades. However on June 8, the remaining defenders, weakened by starvation and thirst, were overpowered and captured. They had been without food and water for two days. It can be truthfully said that Vaux Fort was battered from a fort into an everlasting monument to its defenders.

Souville Fort. Upon leaving Vaux Fort the visitor should stop at Souville Fort for the view of Verdun as well as to see the effect of the artillery fire on this fort which the Germans failed after sanguinary attacks to capture. By capturing this fort they could have looked down into Verdun, directed their artillery fire much more accurately than was possible from Douaumont Fort and have rendered Verdun and the forts to the east of the Meuse untenable. From Souville Fort an interesting and short trip can be made through the Bois de Fumin and Chapitre, which were the scenes of the bitterest fighting, to the spot where the town of Vaux once existed. No better example of the power of modern artillery can be found along the entire battle line than the dust and débris of what was once the happy and peaceful town of Vaux.

From Souville Fort or the village of Vaux go to—

Douaumont Fort. The Crown Prince called this fort the "Northeast angular pillar of the permanent fortifications of Verdun." The great German General Staff figured with this fort in their hands, they could so direct the artillery fire as to force the evacuation of Verdun. That their plans almost carried is evident from the destruction of the houses along the road in Verdun over which the French convoys entered and left the city. They did not count on the "They shall not pass" spirit. The Germans captured Douaumont Fort February 26, after 100,000 shells had fallen on it during the five previous days. When captured it was a mass of ruins. The hill upon which the Fort was situated is 388 meters high but all approaches are very difficult.

The French realizing the importance of this position tried in vain during February and March to capture it. While these attacks failed to take the fort, they stopped the German advance at this vital point.

To appreciate fully the fighting that took place around and in this fort one should visit it with a competent guide. The visitor should have the "Ravine of Death" pointed out and the slope

beyond, which the Germans called the "Hill of Death." Both are grim spots that might furnish themes for a new Dante.

One will see graves,—yes, always graves,—graves that seem endless with their little tri-color flags. At Douaumont is to be erected a memorial chapel to commemorate those who died for France in the battle of Verdun.

The most pathetic sight around Douaumont was in the so-called "Bayonet trench" which can be easily traced. It was in this trench that 170 men waiting orders to attack were assailed by gas waves, which benumbed and stupefied them. After the gas wave came a torrent of shells which demolished their trench and buried them alive standing erect in their places. Unfortunately the bayonets which could at one time be seen sticking above the ground, have been removed by tourists, an outrageous deed. However, the grim episode receives official confirmation in the monument that is erected near to the trench to the memory of these martyrs.

The return trip to Verdun should be made by Bras where the Prussians camped in 1792. However in 1916 they failed to capture it.

TRIP TO DEAD MAN'S HILL

(Mort Homme)

We do not recommend a separate trip to Dead Man's Hill which can be seen and visited, if desired, during the trip to the Argonne-Meuse Battlefield. However, a description of it and the nearby famous Hill 304 and what took place on them is given here under a separate heading for those who may desire to spend more time on the Verdun Battlefields than will be possible in most cases.

The forts on the right bank of the Meuse tell only part of the great struggle for Verdun. One must visit Dead Man's Hill (Mort Homme) and Hill 304 west of the Meuse for the second part of the great tragedy. A visit to these hills will be of special interest to Americans as it was from them that we started our Argonne-Meuse attack of September 26, 1918.

As the right flank and rear of the advanced German positions east of the Meuse were harassed by the fire of the French from across the river, the Germans decided to shift their attacks to the left (west) bank. The story of these attacks, which commenced March 5, will unfold itself in the following description of the important places and events.

Leave Verdun by the Porte de France, proceed down the Meuse past four forts which can be seen on the hills to your left to the village Charny, where the strongly fortified Charny redoubt is situated. Charny was frequently bombarded but never captured during the World War. It was not so fortunate in 1870, as it was here that the Germans crossed the Meuse.

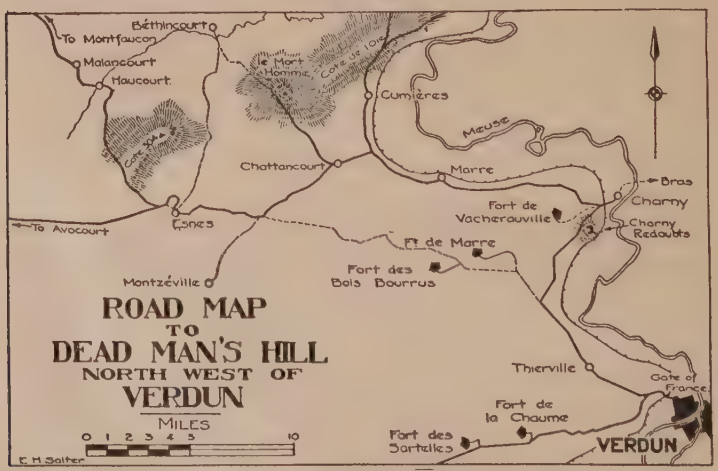
Proceeding down the river you soon come to Cumières, the scene of sanguinary fighting and the object of frequent bombardment; captured and held by the Germans for three days during March, it marks the furthest advance of the enemy along the west bank of the Meuse during 1916. It was recaptured and lost by the French several times but was finally recaptured and held on August 20 by the men of the Foreign Legion who attacked singing the famous popular song "La Madelon."

From Cumières proceed straight ahead to Oie Hill from where an excellent panoramic view of the battlefield can be had. The enemy captured and held this hill for several months. From Oie Hill proceed via Chattancourt to Dead Man's Hill.

DEAD MAN'S HILL

(Mort Homme)

As you walk over this shell-torn hill you will be treading on ground which was once the home of the dead. More men per acre were killed here and on Hill 304 to the southwest than on any other sector of the entire battle line, except at Ypres. The hill itself consists of twin hills (265 and 295).



The attacks west of the Meuse commenced March 5th. On the 14th after a bombardment with shells of every kind and size at the rate of 120 a minute, the northern spur of Le Mort Homme, called Hill 265, was captured. From March 15th to the end of December, 1916, the Germans launched at least fifteen violent attacks against the southern spur called Hill 295. Much of

the fighting during these attacks was hand to hand. The southwest crest of Hill 295 was finally reached May 20, but the enemy was never able entirely to drive the French from the hill. On August 20 the French captured the entire hill after sanguinary fighting. Men fought here like savages from March 5 to Aug. 20. So continuous and bitter was the struggle that many of the dead were never buried, thus making the hill itself both a cemetery and a monument.

The visitor will want to go to the top of the hill and survey the landscape. Looking north one sees a small part of the Argonne-Meuse Battlefield, for it was at the foot of Dead Man's Hill that our 33rd and 80th Divisions jumped off on September 26, 1918. Next visit the French monument. The inscription reads—

"Frenchmen, whoever you may be who passes here, pause and salute
Give a little of the heart to those who died here for Thee."

Don't fail to walk through the tunnel that the Germans built during their sojourn on this hill. Men soon become moles when the ground is sprinkled with ever increasing number of dead. As you walk through the tunnel (provided it is kept in repair) remember that during part of the fighting the French held one entrance and the Germans the other and the battle raged above. Under such conditions fighting soon occurred in the tunnel. Picture men fighting in the darkness of such a tunnel and you will get an inkling of the story of Dead Man's Hill.

One of the tunnels has been named "Crown Prince" in honor of one of its early temporary inhabitants. When the French recaptured Mort Homme an entire battalion in one of these tunnels was taken prisoners as well as Count Bernstorff, nephew of the ex-German Ambassador to the United States.

The Americans used a steel turret at the northern exit of the tunnel as an artillery observation post during the first two days of the Argonne-Meuse Battle.

After seeing Dead Man's Hill, the tourist will probably be ready either to continue on his trip to Montfaucon or to return to Verdun. The visit to Esnes and Hill 304 will not give him any new thrills. In fact Hill 304 is not as interesting as Dead Man's Hill. But the person studying the Verdun Battlefield should not fail to go to the top of Hill 304, for the view that one can get there reveals its tactical importance.

FROM LE MORT HOMME TO ESNES

Esnes is just south of Hill 304, the scene of fighting just as important as that which occurred on Le Mort Homme. Esnes, because of its position behind Hill 304, was an important base of operations during the Battle of Verdun. Consequently it

was subjected to frequent bombardment and although never captured it was practically destroyed.

During the first phase of the Argonne-Meuse Battle an American field hospital was located at Esnes. However it really became well known to us as a place where a terrible traffic congestion occurred.

ESNES TO HILL 304

For some unknown reason little publicity was given to the fighting that took place on Hill 304. The hill was important because it commanded all the country to Marre Fort. The II Bavarian Division, a crack organization, was practically exterminated to a man during its unsuccessful attacks on the hill in March and April, 1916. However, the famous attack took place on May 3 when the Germans concentrated the fire of eighty batteries on it. Clouds of black, green and yellow smoke rose from the hill top as from a volcano, obscuring the sky to a height of 2500 feet according to the aviators. A British correspondent described the bombardment thus, "The sky was like a dome of invisible rails on which fast trains ran madly." Following this bombardment the Germans advanced expecting to take it with slight resistance, only to be met by the fire of its determined defenders who before the war were considered better offensive than defensive fighters. The German attacks swept past on each flank but the Hill itself *remained French.* German attacks, now assisted by liquid fire, continued until its capture on June 28, when the French attacks commenced. The Germans realizing the value of the hill defended it so stubbornly that the French were unable to retake it until August 24, 1917. The Germans made several attempts to recapture it during 1917.

From the top of Hill 304 one can get a good view of that part of the Argonne-Meuse Battlefield that our 80th, 4th and 79th Divisions fought over.

From Hill 304 you can either proceed to Montfaucon which is described in the itinerary of the Argonne-Meuse Battlefield or return to Verdun.

THE ST. MIHIEL BATTLE

The capture by our American troops in 30 hours of a salient which the Germans had held successfully against all French attacks for four years was no impromptu American affair. Ever since the inevitable decision which had awarded to the Americans, when they were ready to take it over, the sector along the Alsace-Lorraine border, General Pershing and his staff had looked forward to an American offensive on that front. While his divisions were being used to help both French and British hold the great German drives of 1918, General Pershing had ordered his staff to draw up plans for reducing the St. Mihiel salient,

for it was recognized that it must be reduced before any offensive on a great scale could be undertaken in the American sector. Therefore after he had won his contention that the American people wanted their army to operate as an American army, and arrangements had been completed to draw American divisions from other fronts, the date for the attack was set for September 12.

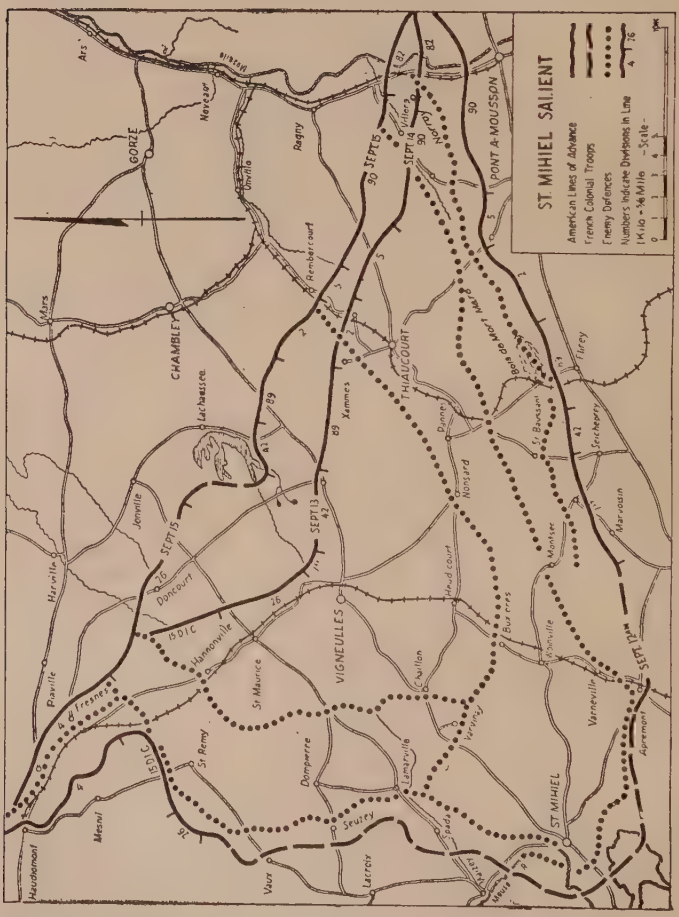
The Germans had driven in the point of a wedge to the Meuse at St. Mihiel in 1914, and it had been held there, like a thorn in the side of France, ever since. Like all salients it had its disadvantages, for a successful drive on either side would pinch it out and catch many men before they could escape. But to the Germans its advantages outweighed its disadvantages inasmuch as it contained Montsec, a high point for observation, because it cut a railroad valuable to the French, and because it flanked any attack on either side of the great fortress of Metz. To make sure of holding this wedge, which measured 40 miles along its two sides, the Germans had strengthened its already naturally strong defensive positions by a heavily wired network of trenches which in their belief could stop any attack.

It is not too much to say that the task of reducing the St. Mihiel salient was to be a test of both our Staff efficiency and the fighting ability of our troops. Whatever the reasons and whatever the necessity for keeping the American divisions spread along the whole front either training or fighting under French or English direction, it had made the American people, army and staff alike, a bit restive; so the test was not only accepted, it was welcomed. The natural and artificial defenses of the enemy strengthened for four years to cover an attack against the Briey iron basin and the Metz-Sedan-Lille railroad, the number of the enemy and the ease of supply from the nearby base of Metz had to be carefully taken into account. No less careful had to be the study of our own method of supply, and the number and distribution of our troops. It was decided that 550,000 men were necessary to insure success.

But to decide on the number of troops and to arrange for the method of supply is not yet the whole story. These troops had to be moved into position and supplied in the meantime without letting the enemy know anything about it. Night after night column upon column of men, thousand upon thousand of heavily loaded *un*lighted trucks, mile upon mile of artillery, tanks, loads of road building and repairing material, wagons filled with ammunition and food, ambulances and all the rest, moved quietly forward, and at each succeeding peep of day were bivouacked or parked or put in places safe from German hilltop or aërial observation. Not an inkling of the impending attack did the enemy get, although it was discoverd later that they had expected an attack for some time, and were actually beginning to

fall back as they had done before with no loss to let the attacking force "strike in the air."

On the night of September 11 the American First Army was deployed on the two faces of the salient, the First Corps on the


ST MIHIEL SALIENT
American Lines of Advance
French Colonial Troops
Enemy Defences
Numbers Indicate Divisions in Line
1 Mile = 1.76 Mile
Scale
GORZE
CHAMBLEY
THIAUCOURT
PONT A MOUSSON
VIGNEULLES
ST MIHIEL
Mars
Latheasse
Jonville
Doncourt
Hannonville
St Maurice
St Remy
Domprie
Lamorville
Seuzey
Vaux
Lacroix
Woel
Xammes
Nonsard
Montsec
Vandeville
Apremont
Marcoin
Fey en Haye
Pannes
Buxieres
Woinville
Warcq
Mouilly
Mesnil
Hattonchatel
Haudiomont
Regny
Rembercourt
Norroy
Ars
Vionville
Puxieux
Fresnes
Heudicourt
Sailly
Varvoy
Latour
Essey
Maizeray
Ville
Fey
Sec Mesny
Bouconville
Flirey
Riaville
Thillot
Mouilly
Warcq
Ornes

the salient was the Fifth Corps with the 26th, a French Colonial and the 4th Divisions; but of these only the 26th was to make any real attack. Around the point of the salient lay the Second French Colonial Corps of three small divisions, which was not to attack but was to follow the enemy in as he retired.

General Pershing had the independent French air force, and some British bombing squadrons in addition to his own air force, and both British and French had supplied the additional artillery needed. The concentration of air forces was the largest thus far engaged in one operation, and the heaviest of the guns could reach Metz and interfere with the railroad and the supply system of the enemy. The stage was beautifully set for America's first appearance, but General Pershing desired to open the show on a historic instead of a histrionic basis, and therefore decided that the Germans should make only a one night stand of it.

Suddenly at 1 A. M., September 12, the earth shook from the recoil of guns, and the Germans awoke to the realization that the shells that whistled over them were dropping on their every avenue of escape, and that they were isolated on the wrong side of a curtain of steel. For 4 hours the hail of shells fell on or swept across the German trenches and fortified area until the minute hands of eagerly scanned watches pointed to the hour of five. The barrage lifted and rolled forward as the waiting infantry "went over the top," and behind their barrage moved irresistibly on, cutting through or walking over lines of barbed wire and breaking down all defense offered by the enemy. With entire precision and magnificent thoroughness the attack swept along, the men of each division vying with all the others.

At daybreak the next morning the 1st and 26th Divisions coming from opposite sides of the salient made a junction, after their spirited and competitive race for honors, near Vigneulles and by the afternoon of the same day, the 13th, each American division had taken its objectives.

The enemy succeeded in getting some of their men back under the guns of Metz and its forts, but our sweeping advance, at the very light cost of 7000 casualties, caught in our net 16,000 Germans, 443 guns, and a great quantity of supplies and material. No wonder a premonitory tremor ran through the German General Staff when it saw the Americans sweep suddenly up to a nearness that threatened both Metz and the iron fields that lay under its grim guns.

The Staff and Army of the United States had demonstrated its efficiency, beyond the shadow of a doubt, and at the same time won its spurs. There could be no longer a question as to the justice of the American contention that its armies were on a par with those of France and Great Britain. German propaganda could no longer successfully deny that the Americans had "arrived" and their success raised the morale of Allied troops to the

highest pitch. The St. Mihiel drive proved for the first time that wire entanglements were not impassable, and it also justified the American doctrine of open warfare training.

A TRIP TO THE ST. MIHIEL BATTLEFIELD

We do not recommend this trip except to those who are interested in following the activities of one of the following divisions: 82nd, 5th, 2nd, 89th, 42nd, 1st, 4th or 26th and who have loved ones buried in the American cemetery at Thiaucourt. This battlefield is large and there is very little of a spectacular nature for the tourist to see. The only satisfactory way to visit it is by motor from Verdun. The trip can be made very easily in a day.

It is a short and pleasant trip from Verdun to St. Mihiel up the winding valley of the Meuse. It is true that the town itself offers little of particular interest to the sightseer, but in visiting it and the places near by which are bound up with the wiping out by the Americans of that salient which for four years struck a real thorn in the side of France, the visitor will have the pleasure of being on a spot where American soldiers for the first time in the World War, as an army under their own commanders, carried out a splendid battle operation.

St. Mihiel. The name of the town is simply the French form of St. Michael and it was around his ancient abbey that the town grew on the right bank of the Meuse. St. Mihiel had a pre-war population of about 7000, but only 2500 remained under German occupation. It was captured during the first few days of the war in 1914. On September 12, 1918, when the Germans realized they were going to lose the salient, they ordered all the French to remain indoors, and the next morning when they ventured out they were wholly surprised to find the town in the hands again of their own friends.

Montsec. After a short drive around St. Mihiel you should go to the great hill Montsec from which the Germans for so long (4 years) dominated the salient towards the south, and from which you can get as from no other place, a splendid panoramic view and orientation of the territory to the south. From Montsec you can look down on Seicheprey and Apremont, two points the Germans raided (see history 26th Division). By looking at them from Montsec you can realize the great advantage the raiders possessed. One of the most spectacular maneuvers of the war was the blinding of Montsec by a smoke screen on September 12th which permitted the 1st Division to push past it unnoticed.

Vigneulles. From Montsec you will probably go to Vigneulles and find the place north of the town where the racing doughboys of the 1st and 26th divisions met and closed the door in

front of the retreating Germans. On such a spot, if anywhere, a true American will feel the thrill of national pride in the efficient accomplishment of a difficult piece of work.

Thiaucourt. From Vigneulles you will go to Thiaucourt where because it is centrally located there is an American cemetery containing the graves of the Americans who fell in the St. Mihiel drive. Thiaucourt was captured by the 2nd Division in a rush as rapid as it was overwhelming. It was in this town just after its capture, that a very amusing incident occurred. General Le Jeune, a Marine Officer, was commanding the 2nd Division. After capturing the town he hung a new overcoat on a line outside his billet to dry, as it had been raining. A souvenir hunting doughboy seeing this overcoat with its gorgeous braided sleeves promptly cut them off, thinking the coat belonged to a departed German. From later reports it was learned that that doughboy ceased hunting souvenirs.

After the Americans captured Thiaucourt it was constantly shelled, with the result that it was almost demolished.

Side trips. If you are interested in the history of the 90th Division you should visit the Norroy quarries along the Moselle, which were considered by the Germans to be impregnable. The men of the 90th Division did not seem to think the same way for they captured them in short order.

The 89th came in for honors by capturing the highly organized Mort Mare Woods, from which the Germans had repulsed the French numerous times at heavy cost. (See citation of Lieut. Wickersham, in the 89th Divisional History.) A visit to these woods which were highly organized will be interesting to the friends of this Division.

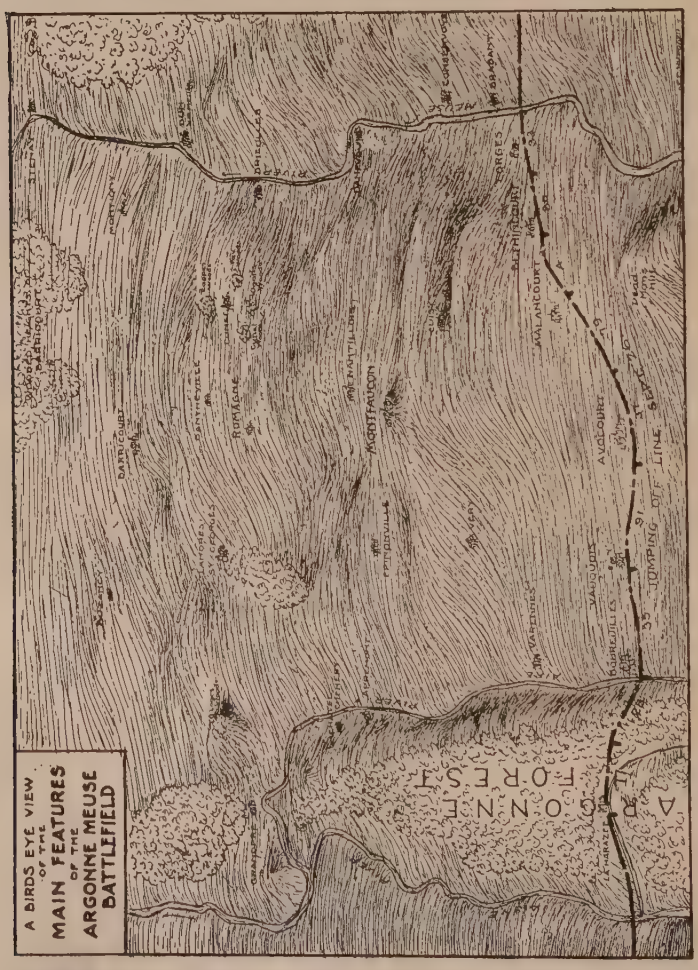
THE ARGONNE-MEUSE

The greatest of all the operations in the World War was the Argonne-Meuse drive. It was a part of the general plan in which Foch struck the Germans blow after blow along the French front. In using the English at the west end of that front and the Americans and French at the east end, Foch was employing on a large scale the tactics already used on small salients or wedges, namely closing in on the four sides like a pair of pincers.

In front of part of the eastern sector of the Allied line was the Argonne Forest, and because of the natural obstacles it offered both to attack and to the transportation of munitions and supplies, Foch assigned to the French an attack on its west side, and to the Americans a drive on its east side which extended far enough to cover the Meuse River.

An attack in the Argonne-Aire-Meuse sector is properly called a drive. There was no more difficult terrain along the entire front. It is more than likely that Foch believed the most logical

and the most promising field for successful action against the Germans was in north France towards Belgium. Not that he failed to recognize the value of a drive towards Metz, the Briey iron fields, and the important Lille-Metz railway! Far from it.



But he knew well what marvelous defenses the Germans had built to supplement the almost insuperable existing defenses consisting of a succession of woods and hills that nature had built and behind which lay those objectives so vital to German fortunes.

Foch and Pershing

He also knew that this difficult sector was backed up and supplied by Metz, the best supplied and equipped of all German military bases.

Another thing that shows how strong the Argonne-Meuse defense system was believed to be is seen in the published statement, "the French High Command believed that the Meuse-Argonne attack could not be pushed much beyond Montfaucon before the arrival of winter would force a cessation of operations." Montfaucon is on a high hill between the Argonne Forest and the Meuse River. Our men, however, had not been through four years of grilling warfare and they did not propose to be stopped by winter. They fought 47 days in the Argonne-Meuse, and passed beyond Montfaucon on the very first day, and captured it before noon of the second day.

At a conference on September 2, 1918, between Foch and Pershing, the Argonne-Meuse drive was decided upon. General Pershing chose it rather than the line on the Champagne sector for two reasons: first, because both plans and logic called for a drive as near as possible to the American forces and their supply lines and bases, and second, because Pershing believed that "no other Allied troops had the morale or the offensive spirit to overcome successfully the difficulties to be met in the Meuse-Argonne sector."

On the map it will be seen that the Meuse River flows from Verdun northwestward through Sedan, and that the Aire River runs along at the edge of the Argonne Forest and turns round its northern end past Grandpré emptying into the Aisne. Midway between the rivers are Montfaucon and Romagne, at both of which there was terrific fighting. There was to be no direct frontal attack through the Argonne Forest itself, for the plan called for drives by French on the west and Americans on the east, which would continually outflank the German positions in the forest. But it will be readily seen that Germans in the forest as well as on the heights east of the Meuse were in a splendid position to use artillery and machine guns on the Americans advancing between them.

The German front line was still almost exactly where it had been since 1914. The impression made by the successive attacks in this region, of which the great Verdun drive of the German Crown Prince in 1916 and the French reactions late in that year and through 1917 were the most important, had been only to solidify the whole country into a maze of wire covered by hundreds and thousands of machine guns cleverly placed and efficiently manned.

Reference to the map will show that the stretch of line between the limits of our sector of attack was about 27 miles long, and that our advance covered both the Meuse and the Aire valleys. The Germans had three prepared positions in front of us: First,

a line east and west of Montfaucon with that high point as the key; Second, the Hindenburg Line from Grandpré to Breuilles, its key positions being Côte Dame Marie, the heights near Romagne, and the woods north of Cunel; Third, a line the key of which was the wooded heights of Barricourt. Between each of these prepared positions and paralleling them ran a series of wooded ridges all of which were splendid defensive positions. In fact the 8 or 10 miles between the first prepared position and the Hindenburg Line was as highly and wickedly organized territory as could possibly be imagined. In very truth to win up through the Argonne-Meuse country was a real and a rough job. To carry it through you simply had to be the better men.

The results to be gained from a successful drive were proportionate to the great losses expected. Directed as it was at a vital spot in the German defense system, the Lille-Metz railway and the junction at Mezières with a line north along the Meuse, if the attack drove over the 30 miles to the railroad, defeat would stare Germany in the face. One of its two main lines for supply or for retreat would be cut off, and a long stretch of Hindenburg Line in front of the French as far as Rheims would be outflanked. It meant a terrific drive against tremendous odds, it would take a goodly toll of lives. Everything about it challenged the men of the American Divisions. After 47 days of continuous, relentless, irresistible push, push, push, on the 11th day of the 11th month of 1918 at the 11th hour, the war was brought to a victorious termination for the Allied arms.

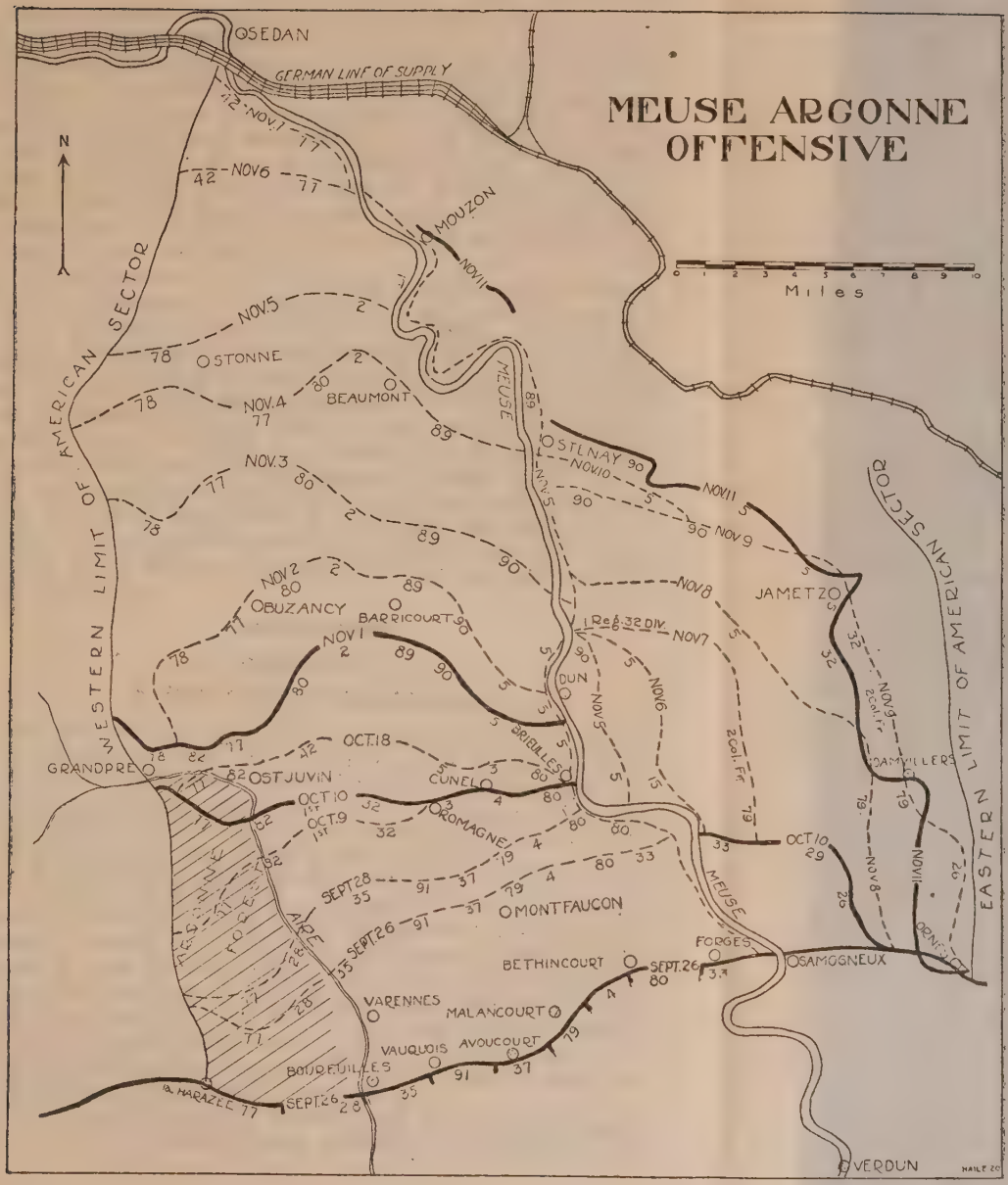
The Argonne-Meuse fight was a continuous one throughout its entire duration. It falls, however, very clearly into three phases: First, from September 26 to October 3, which saw a powerful and rapid leap of 10 miles in 8 days; second, from October 4 to 31, a dogged foot by foot crawl of 2 to 6 miles in 27 days; third, from November 1 to 11, a spurt of nearly 20 miles in 11 days.

FIRST PHASE

September 26—October 3

About two o'clock on the morning of September 26 over beyond the Argonne the sky lit up as if the sun were going to rise in the west. But the following roar of artillery and rumble of the earth told us that the French had opened up with their artillery. Soon we opened up with 2700 guns and for three hours the air was full of our screaming shells and the earth shook as if with a convulsion. Every few minutes up shot German S. O. S. skyrockets which showed that they wanted all the help they could get as quickly as possible.

At 5:30 our men, some of whom had been in position for several days, but many of whom had just arrived during the


MEUSE ARGONNE OFFENSIVE
SEDAN
GERMAN LINE OF SUPPLY
N
Miles
MOUZON
MEUSE
OSTONNE
BEAUMONT
OSTENAY
JAMETZ
BARRICOURT
OBUZANCY
GRANDPRE
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BRIEULLES
OROMAGNE
MONTFAUCON
VARENNES
MALANCOURT
VAUQUOIS
AVOCOURT
BOURREUILLES
HARAZEE
BETHINCOURT
FORGES
SAMOGNEUX
CAMMILLERS
VIENNE
VERDUN
WESTERN LIMIT OF AMERICAN SECTOR
EASTERN LIMIT OF AMERICAN SECTOR
ARGONNE FOREST
NOV.1
NOV.2
NOV.3
NOV.4
NOV.5
NOV.6
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NOV.8
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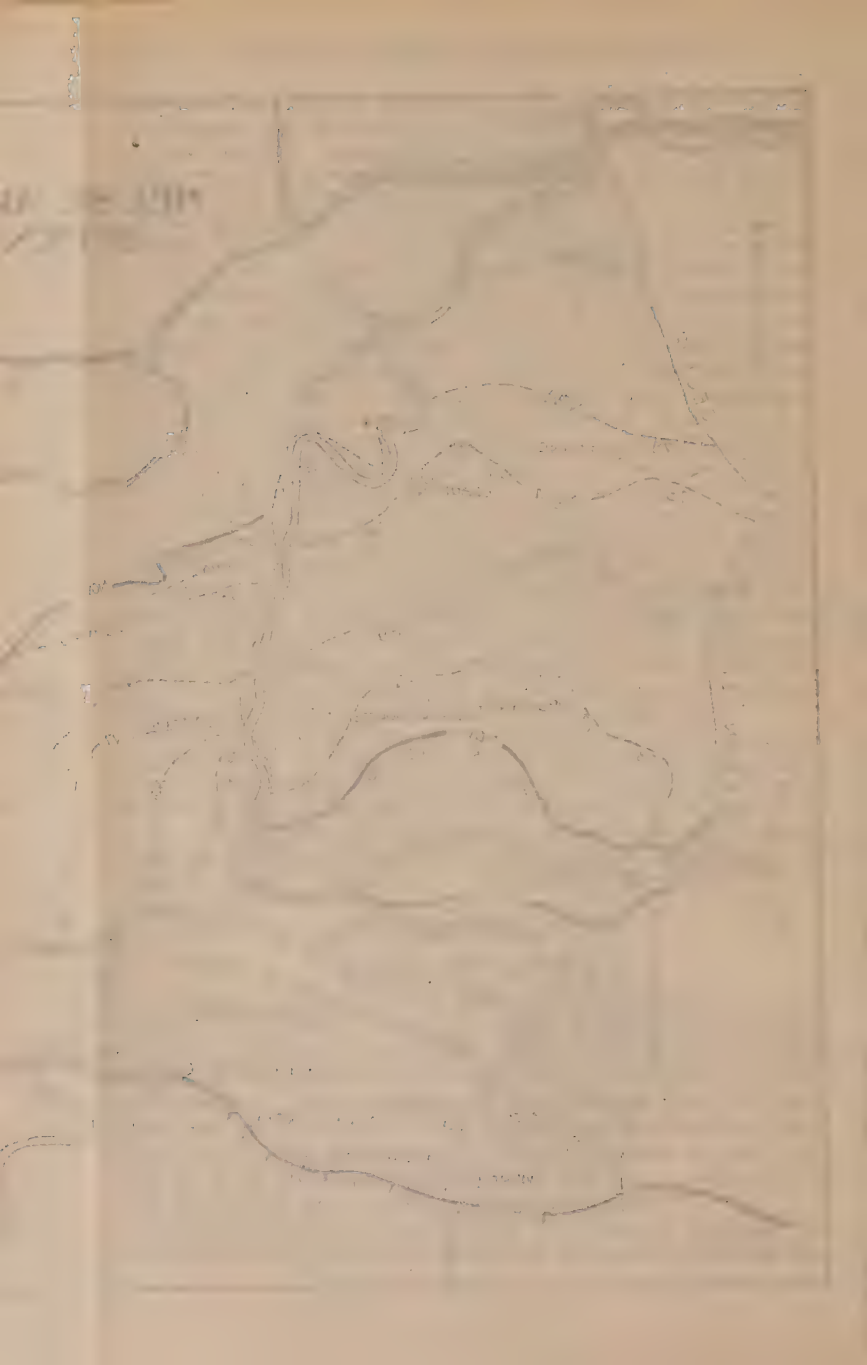
OCT.10
OCT.18
SEPT.26
SEPT.28
1 Reg. 32 DIV.
200 Fr.
HAILE 20



night, went "over the top" as the barrage lifted. There was a very heavy fog the denseness of which at first undoubtedly saved many of our men, but at the same time it made the going a bit uncertain. In front of the 9 Divisions in our attack (see map, p. 154) were 10 German divisions, their smaller number of men per division more than compensated for by their scientifically prepared positions. From the dominating heights east of the Meuse and from the forest clad slopes of the Argonne, the Germans, as soon as the fog lifted, poured a cross fire at both flanks of our advance, and from Montfaucon and the heights north of it a steady fire met our troops.

Our rapid advance the first three days was because our attack had been a surprise. The Germans had anticipated a continuation of our attack from St. Mihiel towards Metz. Cleverly carried out demonstrations on that front had been made in order to create that impression. But the enemy rushed six fresh divisions in at top speed and by the 29th our attack was slowed down considerably. By October 1st our advance was brought almost to a stop. On that day, however, the 1st Division, having relieved the 35th Division, began the famous 10 day attack north of Cheppy up the Aire River, in which its irresistible drive pulled our front along with it. Meantime the artillery was brought up, the line straightened, and preparations begun for the next big attack which on October 14 was to be hurled at the Hindenburg Line.

SECOND PHASE

October 4–31

A Grilling Foot-by-Foot Advance

There were no more mile long leaps like those of September 26, 27 and 28th, during this second phase of the battle. Our troops were now close to the Hindenburg Line and the enemy was throwing in more men every day and was holding on both like grim death and for dear life to every inch of the ground. The tenacity with which they clung to the Argonne Forest was the cause of particularly bitter fighting. Our men outflanked it a little at a time, and then turned west and drove in for a foothold on its edge. Between our men and the Hindenburg Line thousands of miles of barbed wire, some with the poisonous rust of four years on it, were interlaced among the trees. Converging artillery fire from the heights on both our flanks took a big daily toll of lives; machine guns from most inconvenient directions swept our men with their vicious spray of bullets; every conceivable form of defense was used by the Germans to stop that slow, relentless overflowing tide of Americans.

The general attack of this second phase of the battle began October 4. For 27 days no more stubborn or incessant fighting

was done during the war. By the 10th there were over a million American soldiers in that 27 mile drive. Such terrific continuous fighting was absolutely exhausting, but our High Command refused as a rule to consider any division sufficiently exhausted for relief until it had a certain number of casualties. In fact before this phase of the fight was over there were no more fresh reserves to put in; divisions after a very brief rest had to go in for the second time.

On and ever on the Americans pushed: a man here like Woodfill, of the 5th, at Cunel, silencing machine-guns, capturing prisoners, killing men right and left, some with his rifle, some with his revolver, and then using a pickax when his revolver failed; another there like Ellis, of the 1st, near Exermont, capturing a half dozen machine gun nests and a score of men; or another like Barkeley of the 3rd, near Cunel, repairing a captured machine gun, mounting it in a broken down tank, and then breaking up two German attacks; and besides the few who were observed and rightly honored, there were thousands and tens of thousands of other heroes who forged ahead and who without notice or plaudits overcame obstacles as fast as they presented themselves. The Germans were getting really acquainted with fighting Americans.

The big day of the attack was October 14. On that day the Hindenburg Line was pierced; the heights north of Cunel and Romagne were captured. About these important positions there were centered terrific struggles; so many of our men were killed in this section, and Romagne being simply surrounded on three sides by the dead, it was very fittingly chosen as the place for our Argonne-Meuse cemetery.

Up until October 14 the same method had been pursued in clearing the Argonne Forest; namely an outflanking drive northwards for some distance, then turning in west and pushing up the slope until a foothold was gained. The enemy then fell back and the same operation was repeated. It was while engaged in such an operation in the Forest that Sergeant York, of the 82nd, near Chatel Chehery, won his Medal of Honor. (See citation.) But finally as a part of the general attack which began October 14th, the 78th in a frontal attack cleaned up the northern tip of the forest and then captured Grandpré.

Following the general attack and the breaking of the Hindenburg Line on October 14 our troops pushed on day after day, despite most stubborn resistance, and the increasing cold, rain, and mud, until they reached the German 3rd prepared position, built up on the vitally important heights of Barricourt.

During the incessant and relentless fighting throughout October, General Pershing extended his operations also to the east of the Meuse where on the heights the Germans had commanding artillery positions that continually raked the flank of his inter-Aire-

Meuse drive. Here Pershing had several American and French divisions, to whom he entrusted the attack under the ranking French general. The drive was begun on October 8th, and continued incessantly until November 11th, being marked by the capture of such strongly fortified places as the Bois Consenvoye, Etrayes Ridge, Ormont and Haumont Woods.

October 31, the close of the second phase of the fighting, saw the beginning of the end for Germany. From 10 divisions the German strength had increased to 31 and they were Germany's very best. It is to be remembered that the German divisions had less men in them than ours, and there is no doubt but that in being continually driven back their morale was also being lessened. None the less Germany's best men in its best prepared positions had been steadily pushed back 13 miles in 36 days, its impassable Argonne Forest had been passed, its unbreakable Hindenburg Line had been broken. In the hands of the American Army were 18,600 prisoners, 370 cannon, 1000 machine guns and a great mass of other kinds of important material.

The Germans were beginning to crack under the strain of incessant fighting, and especially because of their inability to stop the Americans, whose fighting powers were becoming greater with each new obstacle overcome.

THIRD PHASE

November 1–11

The German Defeat and the American Pursuit

The men along the entire German line as far as the English Channel had never before been struck and buffeted and driven and killed as they had been since July 18. Foch at some places had struck with sledge hammer blows; at other places his slow advance had developed into a steady push. If the Americans were getting on, so were the French and English, hammering away with great might and success on their particular fronts. It began to look as if the Germans might be beaten in 1918 instead of waiting until 1919 to do it.

At all events, as early as October 21, Pershing ordered his First Army to prepare for a drive on the 28th that would be decisive. In order that the American attack might be simultaneous with that of the French Army on its left the date for the drive was finally fixed for Nov. 1st.

It is interesting to know that the preparations for this, the last drive at the Germans, were the first that the Americans had made wholly from their own resources. Previously our men had taken over a new front or our deficiencies in artillery or aviation had been made up by the French. This time practically

everything was American, personnel, staffs, replacements, technical service and *plan.*

After a two hour bombardment of great violence, the American Infantry (see map, p. 154) closely followed by accompanying artillery advanced with great speed. The barrage on this occasion was so heavy and accurate that many enemy guns, with their muzzles still on, were captured by the rapid rush of our infantry. The weakness of the enemy's resistance indicated a complete breakdown of his morale. Advances of corresponding swiftness, covering 5 miles a day, followed on the 2nd and the 3rd, and on the 3rd our heavy artillery was brought up into a position from which it cut the great German Lille-Metz railroad, which was one of the two vital arteries of German supply. The same rate of advance was kept up, the enemy becoming increasingly more demoralized, although groups here and there continued fighting to the very last. The German High Command recognizing that "nothing but a cessation of hostilities"—to quote from Pershing's final report—"could save his armies from complete disaster, he (the enemy) appealed for immediate armistice on November 6."

Our troops were on the heights south of Sedan, but for sentimental reasons dating back to 1870, the French had the unquestioned right to be the first to enter Sedan. The action therefore of our First Army was directed more to the right on the line Mouzon-Stenay towards Longwy, and of the Second Army towards the Briey Iron Basin. These attacks drove straight along until the very minute of 11 o'clock A. M., November 11, 1918.

RESULTS

In 47 days 22 American and 4 French Divisions fought with and decisively defeated 47 different German divisions, a number which was 25% of all the German strength on the French front. Twelve of the American divisions engaged had also, during these 47 days, gone to the assistance of other parts of the Allied line. About 117,000 Americans were killed or wounded out of the something more than 1,000,000 engaged. Our prisoners numbered 26,000 and our captured material included, among the rest, 847 cannon and 3000 machine-guns.

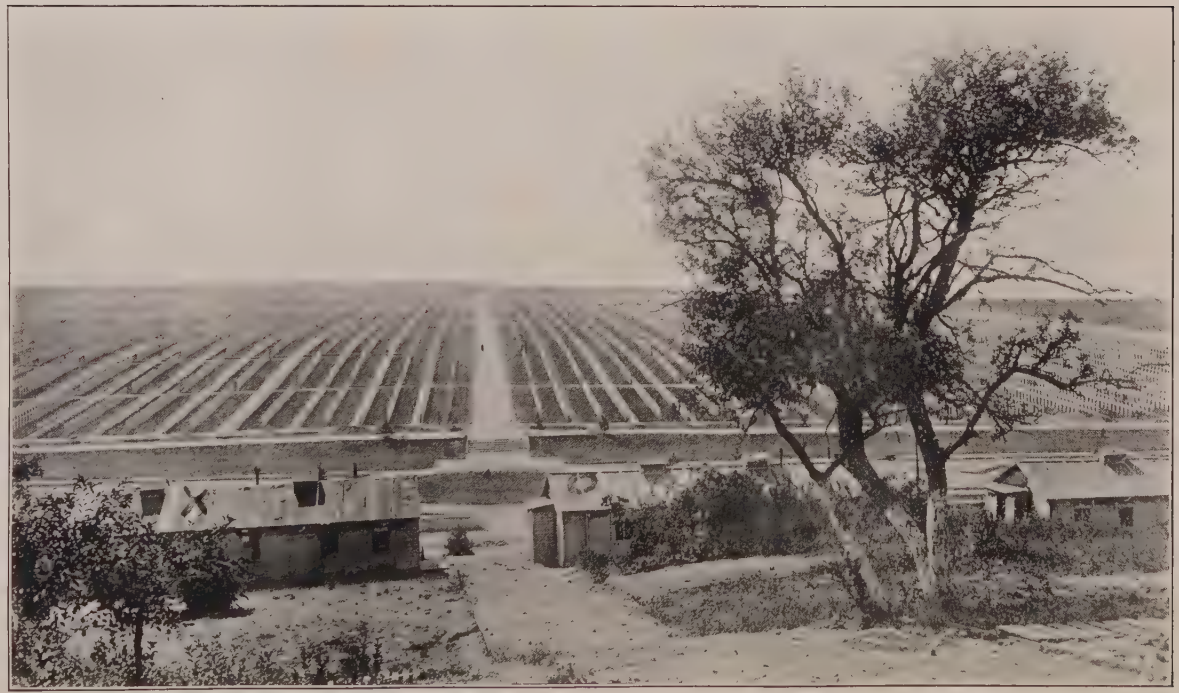
It happened that at the end of the war the American armies were operating in the most difficult part of the entire battle front in a sector also of the highest strategical importance. Therefore, because the Argonne-Meuse offensive of the Americans and the corresponding parallel advance of the French west of the Argonne were the more immediate factors in bringing about the surrender of the Germans, many of us are apt to forget that the tasks assigned to our Allies were performed equally as well as our own, and were just as successful. The English had been

Verdun. Montfaucon was captured about 11 o'clock A.M., of the second day of the attack, September 27th,—the 79th entering it from the east and the 37th from the west. It is interesting to remember that Foch only expected the American Army to get as far as Montfaucon before winter set in and stopped operations. The town was considered impregnable and our forces did not make a direct attack upon it the jump off day, but they swept beyond it on both sides and pinched it out despite the nasty sniping of German machine gunners who had located their guns on platforms in the tree branches and carefully camouflaged them. The only house left standing in the town is the château which the Crown Prince occupied in 1916 and from the basement of which, protected by a concrete cylinder, ran the large periscope mentioned above. The American Signal Corps removed this periscope soon after our troops (79th and 37th Divisions) took the town and it is now at the Military Academy, West Point. During October our artillery observers used the château, except that they used the other side of it and looked the other way. Montfaucon was headquarters for the 3rd and 5th Divisions.

Looking south from this natural sentinel you see the woods of Montfaucon, Malancourt and Avocourt in the foreground. Looking southeast you see Cuisy and Malancourt in the foreground and Esnes, Chattancourt and Dead Man's Hill in the distance. The 79th, 4th and 80th Divisions advanced over this ground. Looking southwest you see Montfaucon Woods in the foreground and Vauquois spur where the village of Vauquois once existed, in the distance. The 37th, 91st, 35th and 1st divisions fought over this ground. Looking north you see a series of ridges that will recall sad memories to many friends and relatives of the 32nd, 3rd, 37th and 79th Divisions.

It is only a short distance to Cunel and Romagne, which can be reached on foot while your party is visiting the Argonne Forest should you not care to visit the Forest. While you walk from Montfaucon to Cunel and Romagne in a very short time, remember that it took our soldiers about 10 days to cover the same distance. Go first to Cunel and then to Romagne. Some of the deadliest fighting of the war took place near Cunel in the woods of Ogons, Fay, Cunel and Rappes.

From Montfaucon your automobile will probably start for the Argonne Forest. By the southern road you will pass Cheppy, north of which town the 1st Division having relieved the 35th, started its great drive on October 1st. A little farther on and you will come to Varennes which was captured by our Keystone (28th) Division. It was here in Varennes that Louis XVI and his queen, Marie Antoinette, were captured on their flight from Paris, to which they were taken back and there later beheaded.



Courtesy of Y. W. C. A.

Here is the Greatest of the American Memorials in France. Here Lie 23,000 Men Who Made the Supreme Sacrifice

Varennes is on the Aire River and is commanded as you will see by Hill 265 which was held by the Germans, who delivered an intense fire on our men as they went through the wire entanglements south of the town on September 26th.

THE ARGONNE FOREST

The Argonne Forest covers a ridge about 26 miles long and 6½ miles wide, between the Aire and the Aisne rivers. In many places it is more a tangled and impassable thicket than what is usually understood by the word forest. It is seamed across from east to west by a succession of ridges that offered the best sort of defense. The Argonne Forest is an epitome of the war from 1914 to 1918, and for any one who has the time to walk around in it there will be an opportunity to realize the impassability of the forest that will repay the time of any one. Especially as you enter the forest from either side, you will see the miles of barbed wire that run in successive barriers making the long lines of trenches and the hundreds of dugouts and shelters veritable fortresses.

About a mile from Varennes you must stop to visit the German camp Mahaut to see how the Germans lived. You will see their theaters, their underground system of connecting trenches, the concrete swimming pool with hot and cold showers near by, and the dugout of the Crown Prince Rupprecht of Bavaria. You will, on the road leading to the Four de Paris, see ravines and slopes full of dugouts, very deep and protected by wire entanglements, especially near the Route Marchand where the 77th Division jumped off on September 26th. It was in this forest, you will remember, that Major Whittelsey and his lost battalion made themselves famous. (See Citations, 77th Division.)

After seeing the Argonne Forest go next to

ROMAGNE

Here is the greatest of American memorials in France; here lie 23,000 men who made the supreme sacrifice.[1]

The greatest of the attractions at or near Romagne is the cemetery located here because that town lay near the center of the bitterest of our fighting. No visit to France will be complete without a visit to this cemetery. Here in long lines stand crosses over the graves of 23,000 of our men. Contemplation of this great city of the American dead will give any visitor a feeling of pride intermingled with reverent sadness.

At Romagne, as at most of our cemeteries in France, the Y. W. C. A. runs a resthouse where meals or lunches can be

[1] The number of graves is constantly changing due to the transference of bodies to American cemeteries.

obtained, in addition to other accommodations. At this rest-house there is a limited number of beds available for those who desire to spend the night there. The Y. W. C. A. attendants are prepared to give you information which will assist you in quickly locating any particular grave. However, if you desire to make such a visit, find out from the Grave Registration Bureau while you are in Paris, where or in what cemetery the soldier was buried. This entire subject is carefully covered in Part I, Chapter VI, of this book.

The town of Romagne was a part of the Hindenburg Line. It was captured by our 32nd Division from Wisconsin. The ground immediately west of the town is sacred to our 3rd Division, while around Cunel the 3rd, 4th, and 80th Divisions fought fiercely with the Germans. West of Romagne the First, assisted by one brigade of the 91st, swept along in the famous attack of October 1st, while to the northwest the Rainbow (42nd) Division gained laurels for itself by capturing Chatillon Hill. Just to know how many divisions fought here is to say that thousands of their men here fell and died. Any direction from this town that you may care to walk will take you over ground every foot of which was most bitterly contested and where the dead lay thick upon the bosom of Mother Earth. It is a pleasant walk to the woods (Bois de Cunel, Ogons, Fay—and Rappes) near Cunel, which could only be taken after 10 days of incessant struggle and when finally captured they were choked with dead.

From Romagne two short side trips should be made if possible. The first will take you to the wooded heights of Barricourt, key to the third German position, which were captured by the 89th and 90th Divisions, and the Bois de Bantheville, captured also by the 89th, the severity of which fighting is attested by the number of its citations. When Marshal Foch heard that the Americans had captured the wooded heights of Barricourt, he exclaimed: "The war is over."

The second trip should be to Grandpré, captured by the 78th, whose men also took the Bois de Loges, northeast of the town. These woods were captured 6 times, only to be recovered by vicious counter drives of the Germans, but the 7th time the men of the 78th took and held them. It was the home of the dead, who to those entering the wood after the fight, were seen in positions at the same time gruesome and grotesque. One man because of his strange sitting posture was believed to be alive, but when examination was made it was discovered that he had been shot so that it doubled him up, and knowing that he had received a mortal wound, his dying thought turned to his dearest living possessions, and he had drawn from his pocket a picture of his two little kiddies at home, and there he sat with his head nearly down to his knees with his eyes glued to the photograph held fast in his death-stiffened hand. It was at Grandpré, too, that Ser-

One of the 23,000 at Romagne

Taps

geant Sawelson (see citations 78th Division) so nobly gave his life to give a wounded man water.

As you leave Romagne look back at the cemetery where you so lately stood on foreign soil hallowed for all time to the United States of America.

It is a very pleasant return trip to cross the Meuse at Brieulles and then go down the valley to Verdun. The 5th Division captured Brieulles and then forced a crossing of the river at this point. You soon reach Consenvoye and Brabant where the 33rd Division made a spectacular crossing of the river and captured the stubbornly defended heights to the west. But you soon reach Verdun where we recommend that you again stop and write your impressions of what you have seen.

CHAPTER XII

COBLENCE, SWITZERLAND, PROVENCE, THE RIVIERA AND ITALY

A TRIP TO COBLENCE AND SWITZERLAND

A TRIP to Coblence, the American headquarters of the Army of Occupation in Germany, is not included in many of the regular itineraries. But thousands of people, especially those who have had relatives and friends in the Army of Occupation, will arrange to make this trip. If possible it would be an excellent plan to combine this so that the return trip would bring the tourist into Switzerland.

If you are at Verdun or St. Mihiel you are already half way from Paris to Coblence. You should not go straight through but should stop off at two places, both Metz and Trèves (Trier).

METZ

Metz is the capital of Lorraine and has been for 2000 years a city of strategical importance. It became the capital of Lorraine in 843 A. D. when the Carolingian territory was divided. In 1648 by the treaty of Westphalia, Metz and Toul and Verdun were ceded to France; then the German Empire took it back in 1871 by provisions in the peace of Frankfort. Fourteen bridges span the Moselle river within the city limits. Of the ten gates in the famous city wall three are well worth seeing, those known as the French, the German and the Roman gates. The cathedral is worth visiting but not one of the very best. Because of the topographical position of Metz its possession has been a stipulation in many treaties.

TRÈVES

Trèves, also on the Moselle river, is not many miles below Metz. Its name comes from a Belgic tribe, the Treveri, about whom we read in Cæsar's Commentaries. It has in it more Roman remains than any city in north Europe. When the Roman empire was divided into four parts Trèves was the capital of one of them. The ruins of the imperial palace and the great baths are worth a visit. The old Roman amphitheater can be seen also in ruins. Here Constantine the Great in 305 A. D. had thousands of Frankish prisoners thrown to the wild beasts.

The finest monument however is the Porta Nigra, the north

gate of the old city wall, the size and proportions of which overawed the barbarians for a long time. Its fine preservation is due to the fact that in 1035 it was inclosed within two churches, one above another.

From Trèves, if you can, go down to Coblence by boat rather than train. Ever since Ausonius, the Roman poet, wrote his poem "Mosella" telling about his trip on the river, for 1500 years every one who has made the journey has felt the force of the beauty of the scenery. The river winds along past miles of terraced vineyards, and in the days before the war the steward served tiny bottles of the vintage made from the grapes of the very vineyard you were passing.

It is 69 miles as the crow flies from Trèves to Coblence, but more than twice as far by the one day trip on the river.

COBLENCE

You will see the frowning fortress of Ehrenbreitstein, which is on the other side of the Rhine, before you see anything of Coblence itself. This city, which takes its name from the Latin word Confluentes (flowing together), is at the junction of the Moselle with the Rhine. At the point of the junction of the rivers stands the equestrian statue of William I which was erected in 1897 by the Rhine provinces, Coblence being the capital of the Prussian Rhine Province.

The bridge of boats across the Rhine will prove more attractive than any of the other real bridges across either river. The two churches worth visiting are the Liebfrauenkirche and St. Castor. In front of the latter is a fountain erected by the French in 1812 with an inscription on it commemorating Napoleon's invasion of Russia. Another inscription was added about two years later which shows how things can and do change. The Russians followed Napoleon in his retreat and later took Coblence. Then in irony the second inscription was added as follows: "Seen and approved by me, the Russian Commandant of Coblence, January 1, 1814."

The American Third Army occupied Coblence and garrisoned Ehrenbreitstein across the Rhine, the great German fortress capable of housing 100,000 soldiers. A visit to it will be one of the attractive features of the Coblence trip. You will see the wells dug to guarantee a supply of water to the garrison, and you may be taken into the deep chambers of the rock itself. The fort was supposed to be impregnable, but it has been captured 3 times. The place was dismantled by a provision in the Peace of Lunèville in 1801, but in 1870 Prussia forced France to pay 15,000,000 francs to restore it.

On your way to Switzerland you may want to stop off to visit Mayence (Mainz).

MAYENCE

Those tourists who are revisiting Europe and who expect to do as they once did and spend the summer months or several of the summer months in Switzerland, all have their own chosen places to go. Some love the Tyrol, others go to the Bernese Oberland, others to Lucerne, or to Chamonix. There is no use to try to tell them what to see. But to those who are on a first trip, or on one of limited time which offers alternative side trips, we suggest going from Mayence direct to Geneva.

WESTERN SWITZERLAND

Geneva

The Rhone River, along the banks of which you will go on your way to Provence, divides the town of Geneva, as it rushes, a swift blue stream, out of the lake. In Geneva you are in a city with 2000 years of history behind it. It became the capital of the Burgundian kingdom in 433; the Huguenots originated there; Calvin lived here and in 1559 founded the Geneva Academy which became the leading Protestant school of theology; Rousseau was born in Geneva in 1712.

The first thing to do is to go to the Quai du Mont-Blanc and look at that majestic mountain and the stretch of Alpine panorama. The shops, the promenades, the cathedral, the university and the museum will absorb as much time as you have to spare. Trips to nearby places should include a visit to the Château of Baroness Rothschild. But the trip on Lake Geneva will be the crowning pleasure. You will sail along the north shore to Lausanne where you will visit the cathedral of Nôtre Dame, noted for its fine interior, and the Castle, above which is the Signal, from which a magnificent view is to be had.

Your boat may or may not stop at Vevey, where so many Americans used to be educated, but as you pass it you may think of it as the home of Nestle's condensed milk and Peter's chocolate, as well as being the scene of Rousseau's romance, "Nouvelle Heloise." Montreux is a place always full of people from all parts of the world. Beyond it you will soon come to the Castle of Chillon made famous by Byron's "Prisoner of Chillon." You will not have time to stop at any of the places along the south shore of the lake. None of them has very great interest.

Geneva has been designated as the seat of the League of Nations and it will have for the visitor on that account an added interest. From Geneva you return again into France. Before going on into Provence you will certainly want to make a side trip if you can out into the

VOSGES

Here was the sector where the French in the early days of the war in 1914 started an offensive into Alsace against the Ger-

mans, but were defeated and forced to fall back. For nearly four years the artillery on each side pounded away at the other. None the less the Vosges was called a quiet sector and here some of our divisions received their preliminary battle training.

The Vosges constituted the easternmost part of the 468 mile long battle line extending from the English Channel to Switzerland. The mountains are really part of the Swiss Alps, and they are superb in their beauty with their chain of peaks covered with rugged pines, and their deep green valleys full of grazing cattle and lined with swift running trout streams. Here the Spirit of the Vosges seizes one and as one goes about encountering the many graves with their improvised crosses he hears them speak an eloquent tale of the attrition in human lives that went on day and night alike in this supposedly quiet sector of these eternally quiet mountains waked for the time by the dread sound of bursting shells.

When the tourist sees the miles of steel wires that carried over the trees and valleys the shells required for empty guns and the food demanded by empty stomachs, he will realize as never before how tremendous was the problem of transportation and supply. But he will gain more. The dugouts, the barbed wire, the underground passageways, the utterly demolished erstwhile happy villages, and the moss covered graves tell in a silent language, that shouts aloud, the horrors of war, the agonies of forced endurance, and the supreme sacrifices that were made in the shade of the Vosges pine trees; and the tale is all the more necessary and desirable because the battle communiqués from the Vosges with a monotony that concealed volumes continually sent in "Nothing to report."

Many Americans will return from the Vosges direct to Paris. Some perhaps have so arranged their trip that the Riviera and Italy are not comprised in it. It is possible of course to return to Paris anyway for a few days before continuing your trip. But you will be saving both time and money to go on directly from the Vosges into Provence, from where you go on around the Riviera into Italy.

PROVENCE

The Old Roman Provincia

From Geneva to Avignon, from the seat of Calvinism to the town where the popes in the 14th century lived in what is known as the "Babylonish Captivity." A wonderful old mediæval town with its fine walls, its splendid castle of the Popes, and its Cathedral, is Avignon.

The very name Provence sounds of mediæval melody, and here the troubadours of the feudal ages sang their enchanting songs. The inhabitants of Provence were proud of their history, of their

legends, and of their antiquities. Avignon in all probability will be the starting point for an automobile trip through this wonderful part of France. The places in which the most time should be spent are Orange with its Roman arch and theater, Arles with its splendid amphitheater, Tarascon for its quaintness as well as for its fame because of "Tartarin" by Daudet. Nîmes, most famous of all, proud in the possession of a truly wonderful Roman amphitheater, and a splendid Roman temple, the "Maison Carrée," now used as a museum of antiquities, is well worth a visit. The Roman Baths too should be seen.

Not far from Nîmes over the little Gard river is the Pont du Gard, most famous of all Roman aqueducts, better than the one at Alcantara in Spain and more imposing than those that span the Roman Campagna.

From Provence your trip will surely carry you on round the Mediterranean coast into Italy.

THE RIVIERA AND ITALY

The Riviera ranks perhaps highest of all seaside drives in the world. Around the bay of Naples and especially from Sorrento to Salerno, is a famous seaside drive. But it is not so long nor does it have so many towns of varied interest, nor is it so thronged with the Gay of the earth. Strictly speaking the Riviera runs from Nice in France to Spezia in Italy, that part from Nice to Genoa being known as the "Riviera di Ponente," or of the setting sun, that from Genoa to Spezia as the "Riviera di Levante," of the rising sun.

If possible see that your tickets take you from Avignon, or wherever your headquarters in Provence are, via Marseilles. You will want to see this great seaport if you can, especially the docks nearby in the inlet which will be among the greatest docks in the world. Frejus is another old Roman town and has some ruins of interest, but Cannes must be made a stop unless you remember to motor back to it after you get settled in Nice.

NICE

Nice is probably the most popular pleasure resort in all Europe. Its position, its outlook, its offerings, all are such that its popularity is easily understood. Monaco and Monte Carlo are close by and no one misses them. It is however inadvisable to try to imitate the "Man who broke the Bank at Monte Carlo" unless you can afford to lose the money it takes to do it. The ride you will take over the Grande Corniche to Mentone will take your breath away every minute, for you will be on one of the most beautiful roads in the world. Mentone itself and Bordighera with its date palms, and the ride back to Nice along the Petite Corniche will remain in your mind as a joy forever.

Photo. by Underwood & Underwood

Monaco on the Riviera. Monte Carlo Is on this Island

Photo. by G. R. Ballance

Entrance to the Grand Canal at Venice

This part of the Riviera which is in France just touching Italy will seem to have offered you all the beauty that can be imagined. But as you go on San Remo will fascinate you, Genoa with its wonderful position as it climbs the slope above the head of its Gulf will entrance you, and then especially that stretch of the Riviera of seven miles between Rapallo and Chiavari, finest by far of all, will entirely enthrall you.

ITALY

Italy is perhaps the place where more people have gone to make a rapid tour, and then forget everything else, than any other country in Europe. Italy has a land and seascape of perennial beauty: in the northern lakes, Maggiore, Como, and Garda, made by the melting of Alpine glaciers, you will find yourself in a concentrated Switzerland; in the Abruzzi she has a territory of rugged grandeur much like Scotland; in Ischia, Capri and Sicily, three of the most attractive and beautiful of all islands; in the Bay of Naples and the harbors on the east coast of Sicily, and at Palermo, Italy need fear no rivals; in Vesuvius and Ætna she has reminders of thousands of years of the convulsions of nature.

One may enjoy natural scenery while seeing other things too. But one must beware of overdoing it in Italy or one will come away with a jumbled idea of too many beautiful things. The traveler knows his own limitations in time; he also knows his tastes and predilections. Therefore it will be a more valuable trip if the tourist will hold himself or herself as strictly as possible to seeing churches or picture galleries, or mediæval buildings, or city life, or Roman antiquities, whichever one he prefers, and see the rest in a more desultory way.

GENOA—THE SUPERB

Since history began, a famous seaport, a rival of Pisa, then of Venice, for commercial supremacy. Of art there is some, but Genoa surpasses all other cities in Italy in the splendor and number of Renascimento palaces, in which are the best of the paintings in the city. Some, such as the Bianco, Durazzo-Pallavicini and Doria, can be visited.

MILAN—THE GRAND

The richest town in Italy, destined soon to be the commercial metropolis. It dates back to the Roman town of Mediolanum from which in contracted form its present name is derived. It is in the center of Lombardy and commands the approach to both the St. Bernard passes over the Alps. Leonardo da Vinci and Bramante lived in Milan and they and their schools have given Milanese art a great name.

The center of Milan is the Piazza del Duomo, on one side of

which is the cruciform cathedral (Duomo) which ranks among the finest of the world's churches. The Church of Santa Maria delle Grazie with its monastery, both in great part the work of Bramante, must be visited, for in the refectory of the church is one of the most famed of all paintings in the world, the Last Supper, by da Vinci. The visitor will be disappointed at first glance because of the bad preservation of the picture, but more study will make that forgotten. Another church to see is Sant Ambrogio, where St. Ambrosius baptized St. Augustine in 387 A. D. and where in 389 he closed the door to the Roman emperor Theodosius, who was the instigator of the massacre at Thessalonica (Saloniki). San Lorenzo is the oldest church in the city, transformed from a Roman building.

The museums to visit are the Palazzo di Brera, full of paintings of various Italian schools, and the Museo Archeologico ed Artistico, and every one must visit the Biblioteca Ambrosiana, where some of the most precious manuscripts of the world are preserved.

If you are going to Lake Como you will best go from Milan, if to Lake Garda, stop off at Desenzano on the way from Milan to Venice. Brescia can well be omitted in a rapid tour, and Cremona, Mantua, Padua and Modena, all wonderful places, are a bit off the straight road, and unless you have several days more to spare, we advise you to omit them, especially if you are going to Florence and Rome.

VERONA

In Verona the visitor will be taken at once on a trip around the churches; however, except for the cathedral, they are not of very superior importance. But the Town Hall (La Loggia), the famous tomb of the Scaligers, that great family, the Roman amphitheater erected by Diocletian about 290 A. D., the picture gallery, with works of the Veronese school, all these are surely to be seen.

Both Vicenza and Padua, although full of interesting things, will probably be passed by in order to spend a little extra time in Venice.

VENICE

In Venice the American is sure to want more time than he has at disposal. Usually the visitor goes to Venice already prepossessed in its favor and almost never does he leave without regret. If you have not read Ruskin's "Stones of Venice," or Howell's "Venetian Life" or Symond's "Renaissance in Italy" we advise you to read them before visiting Venice. Nearly every one already knows it as a place to study architecture from St. Mark's and other buildings in Byzantine style, through Romanesque and Gothic to Renaissance. Many will know some of

the paintings done by Venetian masters, among whom the best known are Fabriano, Bellini, Gentile, Giorgione, Tintoretto and Titian. Still others remember that Venice has a history that goes back beyond the Roman times and that the Middle Ages are full of the doings of Venice. The 15th Century saw Venice at the height of its prosperity, when it rivaled Bruges in Belgium as the great commercial center of Europe.

The Piazza of St. Mark with the imposing buildings on three of its sides will be the place where the visitor will most often find himself. Every trip through canal or street will seem to bring you back to the Piazza. The splendid Byzantine church of St. Mark with its beautiful exterior and its marvelous interior will call myriads of visitors back through its portals again and again. The Campanile and the Clock Tower will welcome you every time you pass through the Piazza on your way to San Marco or the Palace of the Doges, with its rich Loggia, its fine Court, and its wonderful collection of paintings.

Howells calls the Bridge of Sighs a "pathetic swindle" and although you may want to walk across it, or view it from below, it is not worth spending much sympathy upon. The Academy of Fine Arts will absorb as much time as you can spare, for it contains a wealth of paintings.

A trip in a gondola on the Grand Canal is perhaps a dream of more people than one would imagine. It will not take long, an hour at the least, but you will never forget the trip; the Rialto bridge and the Palace Ca' d'Oro will be particularly interesting.

Whether your trip takes you back into France or to Genoa, or on down into Italy, you should see that the itinerary takes you through Bologna.

BOLOGNA

In Bologna is one of the oldest and most famous of the universities of the world, said to have been founded originally in 425, but it was at least famous, especally as a school of law, from 1088 on.

The streets with the arcades on both sides, the many old churches with strange looking towers, the scores of palaces, all will give you a recollection of Bologna quite different from that of any other city in Italy. The picture gallery of the museums, the churches, especially San Petronio, in addition to the university, will fill a day with never to be forgotten memories.

CENTRAL ITALY

Many itineraries will call for a trip to Florence, Rome and Naples. This will be a second climax, and one of a different sort, for the American tourist to France and its battlefields. You will get a long rest on the voyage home so make as much of the days devoted to central Italy as you have strength to stand.

FLORENCE

Florence, Rome and Naples: Three wonderful cities, perhaps the more so because they are so different. Florence on the Arno River, snugly below the encircling sweep of the Apennine Mountains, the artistic center of Christendom; Rome on the Tiber River in the midst of the famed Campagna, the center of the world for centuries as typified by the curule chair and eagle of the Roman consul, the throne and scepter of the Roman emperor, and the chair and miter of the Roman pope.

Nothing more than the bare succession of names is needed to conjure up a picture of Florentine greatness: Guelphs, Ghibellines, Dante, Boccaccio, the Medici, Savonarola, Machiavelli, Galileo, Brunelleschi, della Robbia, Donatello, Filippo Lippi, Botticelli: what a roll that is. Every turn through the city, every visit in a church or a piazza, or a museum, will disclose the work, or bring up a memory of one or more of the list.

You will walk about the Piazza della Signoria, visit the Palazzo Vecchio and recognize in the Loggia dei Lanzi statuary of which you have seen photographs since childhood.

The octagonal Battistero, or church of St. John the Baptist, has three celebrated Bronze Doors done by Pisano and Ghiberti in the fourteenth and fifteenth centuries which no one should miss. The Cathedral, and its bell tower, the famous Campanile known as Giotto's tower, defy description. The Uffizi Gallery contains perhaps the most famous single room of paintings in the world, the Tribuna; and the Uffizi with the Pitti Palace, which are connected by the old bridge (Ponte Vecchio) across the Arno, have in them collections of paintings and art treasures known and envied throughout the world.

Then there is the National Museum, with mediæval and modern objects of Italian art; the Gothic church of Santa Croce with the Peruzzi and Bardi chapels in which are Giotto's finest work; the Foundling Hospital with the charming della Robbia medallions; the wonderful Archæological Museum, the Academy of Fine Arts, San Lorenzo and the Laurentian Library; Santa Maria Novella, best example of Tuscan Gothic, with its Ghirlandaio frescoes; the Strozzi, Rucelli, and Corsini palaces, the Boboli gardens; here any visitor will have a wealth from which to choose, "and any one else would be foolish to choose for him."

There are a half dozen short trips to places on the outskirts of Florence, which can be made by trolley or carriage. One is to San Miniato al Monte, a splendid Tuscan-Romanesque church of the eleventh century. Another is to La Certosa (by steam tram), an interesting old monastery with a beautiful garden. But the most interesting is the trip by electric trolley up to Fiesole, three miles above the city. This was an ancient Etruscan town, and a fragment of old wall remains, as well as some of the Roman

Photo. by G. R. Ballance

Rome—Castel Sant' Angelo and Old Roman Bridge over the Tiber

Photo. by G. R. Ballance

Rome—Colosseum Through the Arch of Constantine

theater and baths. But the trip is made almost entirely for the wonderful view (at sunset if possible) back over Florence and the valley below it.

There are several trips in Tuscany between Florence and Rome, and a number of very interesting towns with ancient customs, with fine churches, with good museums of art and archæology, such as Pisa with its Leaning Tower, S. Gimignano with its fine walls and gates, Siena, most mediæval of places, Cortona, Volterra, Perugia with their mixture of ancient, mediæval and modern, Assisi with its recollections of St. Francis, Terni with the fine waterfall, Orvieto with a fine cathedral, a wonderful site on a hill, and boastful of its wine. But the tourist is probably bound direct for Rome, and he will be a strange person who does not draw nearer to that city with increasing exhilaration. As the train comes down the Tiber valley past the height of Soracte, soon the traveler will catch against the skyline the dome of the world's greatest church, and the thrall of the most interesting city in the world will seize upon you, never to let you go.

ROME

It is almost, if not quite, impossible to tell a visitor, especially an American for-the-first-time visitor to Rome, what to see and what to do. Your time will be allotted and you will have from several days at least to two weeks at most. In either case you will probably be under direction of the tourist company with which you are traveling, and their itineraries are carefully arranged. However there will be many Americans going alone or in groups, for whom some directions may be welcome.

Carriages are plentiful and, if arranged for ahead through the porter in the hotel or pension where you stay, will not prove too expensive. The first thing to do is to take two half-day drives around the city not stopping to go into buildings or shops. Go straight across the river the first thing and get the panorama of the city and the Campagna from the Vatican and Janiculum hills, one fine view being from near the statue of Garibaldi, and another from the top of Monte Mario. You will during this part of the drive see St. Peter's, the Vatican palace, and the Castel Sant' Angelo. Have your driver bring you back over another bridge and through a different part of the Campus Martius than those used in going over.

In the afternoon your drive should be around the Palatine Hill, across the upper end of the Forum, and around the Colosseum. Then about 4 p. m. be driven along the Corso once or twice, and towards sunset be taken to the Pincian gardens for the sunset behind St. Peter's.

An entire day could be given to seeing churches of which there are in Rome hundreds. But they are all closed for 2 hours or

thereabouts in the middle of the day, so any trip must be arranged according to the regulations in force, which can be learned from your guide or the hotel.

St. Peter's, St. John Lateran, Santa Maria Maggiore, St. Paul and St. Lawrence Outside the Walls, the five patriarchal churches, and Santa Croce in Gerusalemme and St. Sebastian, the two pilgrim churches, are open all day however, and they are the churches without seeing which a visit to Rome would be incomplete.

At St. Peter's you will be in the largest church in the world, and in the most famous church in the world; after seeing it you should visit the Vatican, the largest palace in the world, which the popes took as their home, leaving the Lateran, after they returned in 1377 from Avignon in France. The Vatican is also the finest museum in the world, for it houses one of the most valuable libraries, and a collection of the best statues and paintings in existence. Part of it is the Sistine Chapel with its frescoes, and Raphael's Rooms, in which are the finest of all frescoes in the world, those of the ceiling in the Sistine Chapel excepted.

At St. John Lateran after studying the church, the Lateran museum will claim your attention. The small building containing the Scala Santa will also be of interest. Inside it is the flight of 28 steps from the palace of Pilate in Jerusalem, steps which our Savior is said to have trod. They may be ascended only on the knees.

Santa Maria Maggiore is the largest of 80 churches in Rome dedicated to the Virgin Mary. Its interior is gilded with the first gold brought from America by the Spaniards. St. Paul Outside the Walls was once Rome's finest church, but it was burnt in 1832. The interior shows how the whole world contributed its marbles, alabasters and malachite to restore the church. St. Sebastian, 1½ miles outside of Rome on the Appian Way, is built over catacombs. It also has the original "footprint of Christ" in stone, a legend which those who have read *Quo Vadis* will remember.

Your next trip should be to see the Roman antiquities of the city. From the Piazza Venezia go to the steps of the Capitoline Hill and without entering either museum on the top of it go past the Senate House. The Roman Forum will be spread out before you, with its wonderful ruins flanked to the right by the remains of the palaces of the Cæsars on the slopes of the Palatine Hill. Beyond the Forum the Arch of Titus, with its sculptured panel showing the golden 7 branched candlestick, which Titus brought back in his spoils from Jerusalem, leads the eye on to the Colosseum, beyond which 14 miles away rises Monte Cavo in the Alban Hills where the early Latins worshiped their Jupiter 3000 years ago. You will descend the narrow steps and make a pilgrimage around the Roman Forum, the center of the world for 1000

years. Then go for a trip over the Palatine Hill, through the splendid remains of the imperial palaces.

Of other Roman buildings there are many to see: the Colosseum, the sand of which was stained with the blood of gladiators, then martyrs, for centuries; the baths of Caracalla, huge in construction; the Pantheon, once part of the baths of Agrippa; the columns of Trajan and Marcus Aurelius with their sculptured spiral bands of imperial warlike deeds. These are a few of the more important monuments.

Museums also are plentiful in Rome. Besides the great Vatican and Lateran collections, that in the National Museum which is housed in part of the ancient baths of Diocletian is famous both for statuary and painting; that in the Capitoline and Conservatori Museums on the Capitoline Hill for statuary in the main; that in the Kircherian Museum for prehistoric things; that in the church in the Forum for things found there; those of the Barberini, Borghese, Colonna, Corsini, Doria, Medici and Rospigliosi for paintings; none of these take second rank to anything in the world.

But there are also gardens to visit, fountains, city gates, mediæval palaces, wonderful shops, imposing piazzas, fascinating winding streets, the Tiber bridges, the Castel Sant' Angelo, and a hundred other places to see. Then there are wonderful trips out the Appian Way with the aqueducts in the Campagna leading the eye to the olive tree clad slopes of the Sabine Mountains where Tivoli nestles in the gorge of the Teverone, or off to the vine covered slopes of the Castelli Romani where Rocca di Papa, Frascati, Castel Gandolfo, Albano, Nemi and Genzano beckon the visitor. Or one can go down the Tiber to Ostia where Rome's seaport is coming to light like another Pompeii. But we must hasten on to

NAPLES

You will probably find that your trip has very few days left when you get to Naples. And in fact Naples is not a city of wide streets like Paris, but it has the most alluring of narrow streets crowded with Neapolitan life; it is not a city of canals like Venice, but it has the most gorgeous Bay full of sails and flanked by Capri, with its Blue Grotto and its memories of the Roman Tiberius, and Ischia the favorite resort of seaside connoisseurs of 2000 years ago; it is not full of art and architecture as is Florence, but it has its National Museum with the Farnese collection, and an unrivaled collection of antiquities from Pompeii and Herculaneum covered centuries ago by Vesuvius, minatory guardian of Naples; it is not the chief city of Italy in its churches and Roman ruins as is Rome, but it is the chief commercial city in Italy and it boasts many remains both of Roman and of Greek times.

It has besides these things attractions of its own. Its Aquarium is the best in the world and will repay a morning's visit, and its denizens will already have been introduced to you if you have read Ibañez's "Mare Nostrum." The National Villa on the sea, with its view and its trees, will lure the visitor to some of its open air restaurants where while he eats Neapolitan spaghetti he can also hear the famous band of Naples play.

A short drive will be that on the Corso Vittorio Emanuele to Castel Sant' Elmo and San Martino, from the balconies of the Belvedere of which is one of the finest panoramas in the world. Your drive will also take you to the hill of Posilipo with its many charming villas and its changing views as the carriage moves along.

A long drive, and one that has variety every minute, will take you round the bay north of Naples to Pozzuoli where the apostle Paul landed in 62 A. D. on his way to Rome, the town which gives its name to pozzolana, the volcanic dust which is the basis of the best hydraulic cement the world has ever known. From here one goes to the point of Cape Misenum, named for Misenus of Vergil's Æneid, from a platform on top of which is the best view of Naples and the bay. If there is time on the way back to Naples have your driver take you to Lago di Averno which the ancients believed to be the entrance to the infernal regions. More interesting yet will be the Solfatara, the crater of a partly extinct volcano, where, when you walk, the ground sounds hollow beneath your tread, and into some of the smoking fissures or caverns you may go if you like a hot sulphur vapor bath.

A trip to the top of Mt. Vesuvius on the wire rope railway will be well worth while. Make your arrangements through an American or English touring agency however before you start. Do not try the trip either on horseback, in a carriage or afoot.

No trip to Italy is complete until two things more are done. One is to spend a half day or a day at Pompeii, the other is the Castellammare-Sorrento or the Paestum-Salerno-Amalfi-Sorrento drive with the trip across from Sorrento to Capri.

Pompeii can be enjoyed and appreciated without having read anything about it, but a brief acquaintance with Mau-Kelsey's *Pompeii* will enhance your enjoyment. And if there is any one in the United States who has not read Bulwer-Lytton's *Last Days of Pompeii*, it should be read by all means.

The trip from Naples by train to Castellammare and by carriage to Sorrento and across to Capri is the shorter and allows more time to Capri, and every minute of it is wonderful. But the longer and more unforgettable trip is to go by train to Paestum, where the Greek temples are, then return by train to Salerno and get on to Amalfi for the night. If you can spare an extra day, do so by all means and put in part of the day at Amalfi, and then go up to the wonderful place Ravello for the afternoon and night.

All along this coast your mind will be crowded with the recollections of the Normans, with the glories of Amalfi in the days when she was a rival of Genoa and Pisa.

From Amalfi your carriage goes along the beautiful Gulf of Salerno drive past Positano, and then across the peninsula to Sorrento, where the shops and restaurant gardens will invite a longer stay than you can possibly make.

You will find Capri another place hard to leave. Its Villa of Tiberius, its viewpoint Punta Tragara, the quaint white town of Anacapri, the Blue Grotto, Monte Solaro, all if possible are to be seen before returning to Naples.

CHAPTER XIII

THE CHÂTEAU COUNTRY OF FRANCE

THE CHÂTEAU COUNTRY

"Did you take a trip into the Château Country?" That question is asked of every one who has been to France by everybody who has made that unforgetable trip. And truly enough the châteaux have dazzled the eyes of all beholders and have so impressed themselves on their minds that both the fleeting memories and the vivid recollections of them alike have furnished a common ground of appreciative understanding to all those whose good fortune has taken them through the country of the French Châteaux.

A reminder is not out of place in connection with the Châteaux trip. The American tourist is likely to find him or herself so busy on the battlefields or in Paris, that the time at their disposal will have slipped away before they are aware of it. It will be advisable to make a careful schedule and hold strictly to it.

Has any so small tract of country ever in the world's history housed such irresponsible coteries of regal and near-regal personages, or seen so brilliant a pageantry of prodigal, reckless, foolish nobility! This country of Touraine, of which Tours is the center, lying along the beautiful Loire river where the Cher, the Indre and the Vienne all contribute their lesser streams to its gliding waters, ever since the time of the Roman Julius Cæsar has been a much coveted portion of the fair land of France. Near Tours, Charles Martel in 732 A. D., in one of the great battles of the world's history turned back the tide of Saracen invasion and saved not only Europe to Christianity but the world from what might have been an irreparable disaster. Here the house of Anjou flourished, and through it the Plantagenets of England made their claims which were the cause of so much bitter enmity between England and France for so many years.

Here in Touraine centered the quarrels that have made pages of history ring with the names and deeds of the Angevins, the Counts of Blois, the House of Orléans, the Dukes of Guise, of Louis XI, Louis XII, Marie Stuart, Louise de la Vallière, Madame de Maintenon, Catherine de' Medici, Diane de Poitiers—what a list indeed! and in literature, Balzac, Scott, Dumas, Rabelais and George Sand have vied with one another to give us vivid descriptions of the places and peoples of old Touraine.

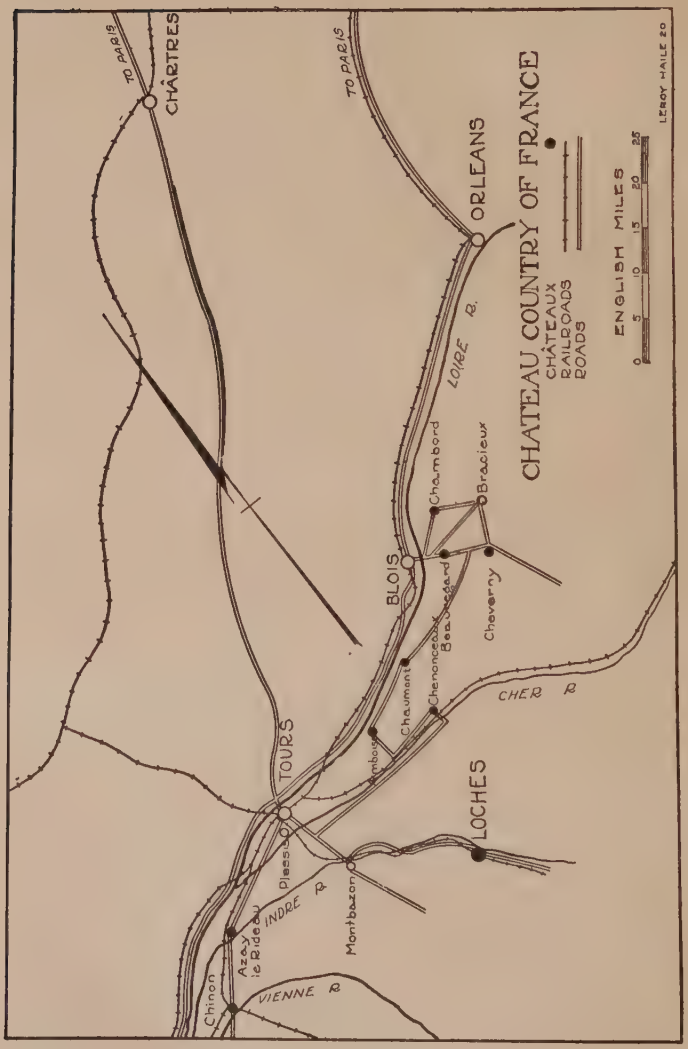
It was Count Odo of Paris and Blois who gave the district Anjou to some of his counts for their services against the pirates. But it was not long before the Counts of Blois and the Counts of Touraine (Anjou) were at one another's throats in a quarrel that lasted over a long period of years from the time that Fulk, the Black Falcon or Black Count of Touraine, made the life of Odo, Count of Blois, miserable. The finish of the quarrel was when Henry of Anjou, after contesting with Stephen of Blois for the English crown, was crowned Henry II of England at Westminster.

It was however Louis XI, Charles VIII, and Louis XII, of the House of Orléans. who from their châteaux influenced all France, making of Touraine a new art center. Apart from the architectural novelties and beauties of the châteaux themselves the art of tapestry in Tours in the 16th century almost took the place of painting. The artistic school of Tours attained great fame, and the feudal keeps and towers along the Loire kept pace with it in reputation during the 16th century. But the removal by Francis I and his successors to Paris, Versailles and Fontainebleau left the beauties and art of Touraine to languish without patrons. The art died at the massacre of the Huguenots, but the architecture still remains to dazzle and thrill the visitors to the châteaux.

But interesting as are the people who lived and moved in the irresponsible pageant of these mediæval centuries, more interesting still are the châteaux that still exist as dumb reminders of that inimitable show. And as the denizens of the Château country played an amazing interlude between the feudal system and the Versailles-Fontainebleau court, just so do the châteaux themselves adorn the interval between the feudal Gothic fortress and the flowering beauties of the Renaissance.

No one therefore can afford to miss seeing that country about Blois and Tours where stand these wonderful châteaux, proud reminders of the glories of feudal and of the beautful vagaries of post-feudal France. It has been usual in the past to go to Tours by train and from that city as a center to make trips to as many of the châteaux as possible. Nearly as many tourists in the past have taken the slower but more charming coach trip through the château country. But in the great increase in the number of automobiles it is now practicable to make the trip by motor without extravagant expense, and that is the most satisfactory and delightful method.

If you can choose from several of the Château Country routes, you will never regret leaving Châtres until the last. To do this you come via Orléans to Blois. After seeing the châteaux near Blois, your trip would be to Tours, from which your side trips would take you to the rest of the châteaux you will want to see. Then you return to Paris via Châtres and its cathedral.


CHATEAU COUNTRY OF FRANCE
CHÂTEAUX
RAILROADS
ROADS
ENGLISH MILES
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LEROY HAILE 20
TO PARIS
CHARTRES
TO PARIS
ORLEANS
LOIRE R.
Chambord
Bracieux
BLOIS
Cheverny
Chenonceaux
Chaumont
Amboise
TOURS
CHER R.
LOCHES
Montbazon
Azay le Rideau
Chinon
INDRE R.
VIENNE R.

We recommend the motor method and the route suggested. If you go by train, go direct to Tours, make that your headquarters, and go from there by motor or stage.

BLOIS

On your way from Orléans to Blois you will be on the same road Joan of Arc used when she came to persuade a lackadaisical king and scoffing court that loyalty to France was not lolling in the lap of château luxury. Almost before you enter the château of Blois you will find yourself enamored of the French châteaux. As you go toward the entrance you will picture the loggia-like porches of the wing of Francis I full of persons whose faces are not turned outwards in curiosity, but inwards in disdain or obsequious self protection.

Soon you are in the square outside the entrance and you are already treading on romantic ground. Above you stands the statue of Louis XII, he who was Duke of Orléans before becoming King of France, to welcome you. As you step into the courtyard the façade of the château built by Louis XII is before you. The juxtaposition of square tower, of Mansard decorations, of cloister colonnade, and church, will give you a strange yet pleasing shock. Stop for just a minute to notice that three periods of building are to be seen, also notice the little chapel on the left where the banner of Joan of Arc was consecrated, before you go into the wing on the right to see the gem of the château. It is that marvelous spiral staircase the central column of which is like the spiral column of a splendid sea shell, yet which soon opens out like a blooming architectural lily or iris. There is in architecture no parallel to this beautiful staircase.

You are now well within the house of Louis XII. Blois had belonged to one of the great feudal families of France but by 1233 A. D. it had become crown property and belonged to the Orléans family. You will see the Porcupine emblem of the King and his house beneath his statue; you will be entering the château just as Joan of Arc did in 1429 when she was here before going to the Church of St. Sauveur where the Archbishop of Rheims blessed her banner.

It will be the wing built by Francis I at the request of his queen, Claude, the daughter of Anne of Brittany, that will absorb your attention. Here is the open spiral staircase spoken of above, and across the Council Chamber is the secret staircase where the members of the "45" hid at the time the Duke of Guise was treacherously murdered. You will want to walk along the terrace of Henry II, out from the open staircase, and you will enter the bedroom of Henry III, with its secret staircase. To the right from the top of the spiral stair you go through a large

room and on into the Great Hall. Here Henry III in 1576 convoked the first States-General of France.

Not a place in the château but you will turn at any noise, almost expecting to see Catherine de'Medici, or Marie Stuart, or one of Dumas' Guardsmen.

But it is time to leave for

CHAMBORD

The huge towers of Chambord will fill your vision before you get far from Blois. As you draw nearer you may be getting prepared for what you will see. You may well get confused, if not lost, in the more than 400 rooms of the château, with its 13 great staircases, its scores of smaller ones, and its many secret stairways. A splendid sight is this château from a distance, but its architecture may seem strange as you draw nearer. The reason for that is that this château is the result of an attempt to combine a fortified castle of the Middle Ages with a pleasure palace of the 16th century; it is in a word a feudal manor house of the Counts of Blois transformed by Francis I to a château.

Henry James calls it "an irresponsible, insoluble labyrinth." Despite its multitude of staircases and labyrinthine rooms, its forest of masonry on the roof, its freakishness in general, this description does not fit at all. You are seeing one of the best known examples of architecture in a period of transition, when the Gothic was beginning to be out of date, when the Renaissance in its infancy is trying to burst the bonds of Gothic tradition.

In the middle of the château is the splendid freakish double corkscrew staircase up which you and some one else will go side by side, as it were, yet never meeting, and will laugh as did Mlle. de Montpensier at her solemn father M. Gaston, the brother of the King, when she ran up the one staircase as he mounted the other. In one of the rooms on which the staircase opens Louis XIV and his court used to listen to Molière's plays.

As we leave Chambord our motor will, or should, take us past Bracieux, a name that will make Porthos strut again before our eyes. The château Cheverny and Beauregard, the first a mixture of Versailles and Mansard architecture, deserve a visit more because of their fine collection of paintings perhaps, than because of the châteaux themselves. They both belong to a period somewhat later than the more famous ones. Our next stop will be at

CHAUMONT

(This of course will not be confused with the Chaumont where General Pershing had his headquarters.)

the important outpost in those mediæval days of the Counts of Blois against their enemies. The château was originally built in a quadrangular form, but it has suffered from very rough treat-

ment and from restoration. Catherine de' Medici bought the Château in 1559 and looked longingly across the plain to the more beautiful château at Chenonceaux, where her husband's favorite, Diane de Poitiers, lived and loved to Catherine's chagrin. When Henry II died, however, Catherine lost no time in turning Diane out and taking Chenonceaux for herself, giving to Diane, Chaumont in exchange.

The favorite room of Diane is built in the entrance tower. It contains beautiful tapestry and furniture. The Guard Hall of the Château also is hung with magnificent tapestry. The iron wrought candlesticks also will claim the attention of the connoisseur in decorative furnishings.

From Chaumont it is not far down the Loire River to

AMBOISE

Along the road you are traveling, early one morning centuries ago hurried a cavalcade. It was in those days when conspiracy was rife and the Guise and Catherine de' Medici were about ready to launch their death blow at the Huguenots. At Blois, where Catherine plotted, while the bridal couple King Francis II and Marie Stuart his young queen dallied in complete ignorance of what was afoot, it looked as if the Huguenot leaders were about to spoil their scheme. So off Catherine hurried the King and Queen to Amboise for safety.

The Château is a castle and it stands on a commanding hill high above the town. From the river bridge the view of it is one that will never be forgotten. Its two towers, the large one on the left being the Round Tower of Charles VIII, will only accentuate the beauty of the main building. From the bridge you see the gallery from which Catherine de' Medici, the Guise, and the Court watched the headsman execute the Huguenots caught by her conspiracy. From this gallery the young Queen, Marie Stuart, sighed and turned sickeningly away from the slaughter.

A long history is that of the château of Amboise. Roman in early times, royal property by the 15th century, being confiscated by Charles VII. Louis XI made it his royal residence and here he instituted the Order of St. Michael to rival the order of the Golden Fleece. Amboise was most famed as being the place where the Mystery Plays of the Middle Ages were given.

The courtyard of the château will invite you to its chapel door. Above the door is the carving of St. Hubert meeting the miraculous Stag, above which are the kneeling statues of Louis XII and Anne of Brittany in adoration of the Virgin and Child.

From Amboise our trip takes us, depending on the time at our disposal, on down the river to Tours, or across country to Chenonceaux on the river Cher and from there to Tours. This latter way will save the most time if it can be so arranged.

CHENONCEAUX

The first view of this château should be had from the terraced gardens of Diane de Poitiers. Stretching across the river Cher rises in its beautiful proportions this magnificent château presented by the new king to his mistress, Diane de Poitiers, almost before Francis I was cold in death. On its site nearly two thousand years ago was a Roman villa, then it was a mill, grinding grain by the river beneath its foundations, then it became a feudal fortress, then Catherine Briconnet turned it into a château. "Every turret, every pinnacle, is crowned with some fantastic ornament, and the angles at which gables jut forth here and there from the pierced and carved work which surrounds them, are selected with the express intention of misleading the eye; but the heavy cones which surmount the larger towers thrust through the ornaments which flame about them, and bring a sense of order into troubled places, even where every element of design seems absent."

Another fine view of the château is from the east. Over the shimmering water of the river runs the wing with its five arches built across the Cher by Catherine de' Medici, to the left of which rises the château proper, and across the drawbridge on the bank is the round guard tower.

This château of Chenonceaux and that at Azay-le-Rideau are the best examples of the reawakening of French architectural spirit untouched by Italian influence.

Henry II was the French King whose name is especially attached to Chenonceaux. Here in 1559 he was killed by an accidental thrust of a lance in a friendly joust in a tournament. Here Catherine de' Medici, when as Regent she took Chenonceaux from Diane de Poitiers, gave a grand entrance fête in honor of the young king Francis II and Queen Marie Stuart, the splendors of which rang throughout Europe. As you walk through the halls and corridors you are treading where trod Richelieu, the Vendômes, Gaston of Orléans, Mazarin, Anne of Austria, and Louis XIV of France.

TOURS

Tours is the center of old Touraine and of the Château Country. The French court was at Plessis-les-Tours across the river and its presence gave to the citizens of the town opportunities for festivities and for court trade. Scott's *Quentin Durward,* however, will give a quite different idea of Plessis from that now to be obtained.

Tours was the cradle of Gallic Christianity and in the 4th Century St. Martin, whose tomb was the Delphic oracle of France, made the place famous. Near Tours Charles Martel in 732 A. D. defeated the Saracens in their drive at Europe. The

Photo. by Underwood & Underwood

The Château of Chenonceaux

Angevin Empire of the 12th Century had Tours as its capital and it attained from 1175 to 1182 its greatest prosperity.

It was a great silk center but was ruined by the Revocation of the Edict of Nantes, May 16, 1685, for out of 80,000 population, 50,000 Huguenots left the place and carried its silk industry to England. In 1870 Leon Gambetta, who had escaped from Paris by balloon, landed at Tours. From here General Harbord, the right hand man of General Pershing, directed the movement of all the supplies and munitions that were used by the two million Americans in the A. E. F.

The tourist will want to visit the cell of St. Martin, and see the abbey of Marmoutier where the Seven Sleepers slept more years than did Rip Van Winkle. In the library of Tours is a copy of the Gospel in gold letters on vellum. On it the French kings took their oaths.

From Tours there are two trips more to be made, one to Loches, the other to Azay-le-Rideau and Chinon. If possible take the latter first and go straight to Chinon, and stop at Azay on the way back to Tours.

CHINON

Antiquity breathes from the walls of Chinon, high on a hill above the town like the Acropolis of Athens. The best view of the Château is from the river. It looks as if it were a great walled fortress; in reality it is three castles in one. That to your right as you look at it from the river and over the town is the castle and chapel of St. George built by the Plantagenet kings. The pile in the center is called simply the Middle Château, while at the left is the Fort du Coudray, with its round mill tower, from the top of which one gets the best view of the castle and the river.

The different shaped towers will at once excite wonder, and in fact in its splendid ruins Chinon is a very wilderness of towers and battlements that tell the story of its succeeding owners and restorers. The Plantagenets regretted leaving Chinon to move on to English Windsor. King John of England loved Chinon, his brother Richard the Lion Heart preferred Loches and Blois. In 1309 in this castle of Chinon Jacques Molay, the Grand Master of the Knights Templars, was examined by a body of cardinals; Charles VII and his court lived here. On March 6, 1429, Joan of Arc came and was lodged in the Tour du Coudray and much to her credit be it said, she here persuaded a listless king and a group of licentious courtiers to strike for the freedom of France. Under Louis XI Margaret of Anjou came to Chinon from England to get help for her cause. In 1490 Rabelais was born in Chinon.

A wonderful ruin is this fine old château and one which should be seen to understand the fortress type of château. From Chinon we go to

AZAY-LE-RIDEAU

Built in 1520, the most beautiful and perfect of all French Renaissance châteaux. It is an L-shaped castle with turreted towers at its corners. Its staircase, its sculptured bridges, its perfection of form, all take the fancy of every one and hold it. In addition to its beauty architecturally, it contains a portrait gallery of all the people whose names are linked to the French châteaux, among others those of Catherine de' Medici, Francis I, Marie Stuart, Henry II, Charles IX, and Admiral Coligny.

LOCHES

The most interesting, if not the most beautiful of the châteaux has been left to the last. On the way from Tours you will first see a square mass of masonry rising out of the flat plain, but this is Montbazon built by the Black Falcon to protect Loches from Blois or Chaumont.

Your motor will stop in the road below the château to give you a view of it. At the left rise the four pyramidal towers of the Collegiate Church; in the middle of the round tower is the tower of Agnes Sorel and adjoining it is the Charles VII part of the château with its buttress towers with conical caps. Next to the right is the wing added by Louis XII with its Mansard windows and plain exterior.

The Collegiate Church will first claim your attention. It is a "monument unique in the world, perfect of its kind, and of a savage beauty." It was begun in 450 A. D. and added to as time went on, until in 1180 it was broken into points and angles as it is to-day. It has two flanking steeples between which are two stone pyramids forming the roof of the nave; it has a Romanesque porch with grotesque carvings, an old Roman altar standing at the right of the entrance door now used for Holy Water. Its roof vaultings are fine, it has aisles independent of the nave, it boasts a subterranean chapel and a crypt where Louis XI was said to come through a passage from the castle to pray.

In the château proper is the tomb of Agnes Sorel who had an influence for so much good in the life of Charles VII. But the visitor is hurried on to the donjon of the castle with its massive walls. Through these corridors a procession of English and French kings has passed such as no other château can boast. On our way to the dungeons which have gained so sinister a reputation, we pass through the chamber where slept the archers of the Scottish guard. Then we come to the torture chamber, and then down a narrow stair case where 100 steps underground we visit the prison cell of Sforza, the Duke of Milan. Deeper yet we penetrate to the Prison of Bishops, who were implicated in a conspiracy against the King. Still deeper yet, and we come to the gloomy cell where the father of Diane de Poitiers was put by

order of Francis I, and where his hair turned as white as his prison was dark before his daughter could persuade the king to give him freedom.

You will breathe more freely when you are again in the open air, and you will look back in sorrowful amazement at the massiveness of keep and tower, and understand as never before the possibilities ahead of one who incurred the displeasure of a King of France in those days.

On your way back to Tours as you ride along the bank of the Indre River you cannot help but reflect on the beauties of the French châteaux. Mingled with your pleasant thoughts will come unbidden dreams and imaginings of those long gone days when whims of kings and queens made and unmade the fortunes and the reputations of mistresses and courtiers, cardinals and Huguenots, cavaliers and commoners, and when their aspirations to be housed both safely and regally brought into being the conglomerate, often incongrous, beauties of French Château architecture.

From Tours to Paris your trip will take you to Châtres.

CHÂRTRES

Here is Notre Dame de Châtres, called by many the finest of the Grand Cathedrals of France. Above the houses that cluster round its base the body of the church rises proudly, and yet above it aspiringly heavenward point the two beautiful spires, each as different as can be, and each lovelier than the other.

The west façade of the cathedral, called the Porte Royale because it was opened only for the entrance of the king, is almost overrich with splendid decoration, among which the signs of the zodiac and the symbols of the months are especially famed. The north porch with its triple portal, deeply recessive, is replete with life size statues on pedestals, on twisted or spiral pillars, Saints, Apostles and Evangelists in serried array. These statues are all interesting but are perhaps not so full of life as the similar work at Amiens. The south porch contains a wonderful series of bas-reliefs. But the view of the cathedral and of its entrances is only a preliminary.

One steps within the church and feels at first coming from the bright light of day a sense of brilliant gloom. The light filters in through three wonderful rose and scores of other windows, the gorgeous stained glass of which is the finest of 13th century work. The effect grows from the first expectant thrill of wonderment as one enters the cathedral, to a vivid realization of the impression made by light, tempered and glorified, as it filters through the clear gem like colors of glass windows designed like transparent tapestries.

The interior with its double ambulatory round the seven chapeled choir, the sculptured screen, the veil of the Virgin sup-

posed to have been given to Princess Irene by Charlemagne, the 11th century font, the crypt, the thousand foot long maze round which the penitents go on their knees; all these things will be but made more memorable in the light that shines through windows unequaled in this world.

There is nothing else in Châtres at all comparable to the Cathedral, although there are many nooks and corners full of interest, as well as other churches and buildings of historic and architectural value. But in coming up from the Château country one arrives in Châtres usually in the afternoon, and there is not time to see anything but the cathedral if one intends getting back to Paris for the night.

CHAPTER XIV

ENGLAND AND LONDON

LONDON

No trip to Europe can be called complete unless it includes England. There are already reasons enough why Americans want to visit England. Did we not long ago fight against each other, and have we not gone now over 100 years in peace shoulder to shoulder as the bulwark of Anglo-Saxon Christendom and individual political freedom, and have we not just finished fighting together in a great World War? Millions of Americans trace their ancestry to England, Scotland, or Ireland; we were brought up on English books and we know English writers nearly as well now as our own. We thrill at the mention of banks and braes and lochs and hills to which Sir Walter Scott has introduced us, or of the lake country of Wordsworth. We know English names well and like them, be they Lorna Doone or Lloyd George, the Virgin Queen or Bonnie Prince Charlie, Oliver Twist or Oliver Lodge, Lady Macbeth or Lady Astor. We send our young men to Oxford and our young women to be Ladyships; we eat the "Munster plum," the "Welsh rabbit," and the "Scotch oats," as ubiquitously and as eagerly as any one else alive; we shudder at the stories of the Tower of London, we keep our eye on the Bank of England, we sleep on Irish linen, use Birmingham steel, we tolerate the vagaries of English pronunciation and worry down some tea at 5 o'clock to be polite. To see England and London therefore is a matter of traditional value, of racial propensity and of cultural necessity.

England and London will be of course at one end or the other of a tourist trip, and steamship accommodations and the ocean liners used will in great part dictate which it shall be. But in either case, just as you have been advised to go at once to Paris when you land on the continent, so are you advised when you land in England to go direct to London. In that city you can spend much or little time as you wish or have to spare; from there you can more easily make the side trips you decide upon than from any other place, unless you land at Glasgow. In that case you should visit Scotland first and what other places you wish to see in North England before going down to London. If your boat lands you at Liverpool or Southampton you will go at once by train to London. If you are booked for England first

but your boat lands at Boulogne, Dieppe, Havre, Antwerp or Rotterdam you will go back across the Channel and into London by train.

To be sure, the guide books of London are written on the basis of a visit of not less than a month, and if one can stay that long, he should get such a book, that by A. J. C. Hare, in two volumes, entitled "Walks in London," being probably the best. But this series of notes upon what to see in London and England is drawn up to cover the needs of the tourist who has but a limited time at his disposal, and who wants some information about the few places that must be seen.

In England the guides speak your own language and all the important buildings open to the tourist are well equipped with them. By all means use them. By so doing you will see and learn more than by going it alone.

There is in London no better thing to do, first, than to take a day on sight seeing busses or on the regular street busses, being sure to get on the top deck, in order to get a bit acquainted with the city itself. You will soon find it very easy to get about, and in fact should you not be with a conducted party, you will find that more trips will be offered you than you can possibly take.

ST. PAUL'S CATHEDRAL

CHURCH OF ENGLAND

In the heart of the city is St. Paul's Cathedral, designed by Sir Christopher Wren. It was begun in 1675 and finished 35 years later. Sir Christopher received a salary as architect of $1000 a year. The church has the form of a Latin cross and is much like St. Peter's in Rome, though smaller. As one enters the nave, the proportions of the cathedral are at once clear. Westminster Abbey ranks first as the repository of England's famous dead, but St. Paul's is close behind as a national temple of fame. Beneath the central arch of the right aisle is the fine monument to the Duke of Wellington; in the north transept are a number of statues, those of Sir Joshua Reynolds, the painter, Admiral Rodney and Dr. Samuel Johnson being of prime interest, while opposite the south transept stands Flaxman's famous statue of Lord Nelson.

The whispering gallery in the cupola, and the huge crypt beneath the church will prove of interest to the visitor. From the tower we get a magnificent view of the city.

BANK OF ENGLAND

Every one will want to strike for the center of London's business district. It will seem a small space perhaps, and Threadneedle Street will seem to justify its name, but the crush of traffic will be appreciated and understood by every American. This was the

great money market of the world for hundreds of years until Wall Street took that honor not many years ago. This space too is surrounded by the Mansion House, the Bank of England and the Stock Exchange, into all of which the American visitor will want to go.

Can any one do a better thing after leaving the Bank of England than to walk from there to London Bridge along King William Street? London Bridge was until a little more than 100 years ago the only bridge across the Thames. The Tower Bridge now relieves it of a great amount of traffic, but still the stream of vehicles and people that crosses London Bridge is a mighty one. Looking down stream from the bridge you will see the "Pool" full of seagoing vessels of every size. The Tower Bridge is in plain view some distance below you and nowadays there is more of the Port of London traffic below Tower Bridge than below London Bridge. Your best view of the Bridge and its traffic will be obtained from the top of the Monument, a 200 foot high column erected on Fish Street to commemorate the Great Fire of London of September 2-7, 1666, which destroyed such a great part of the city.

THE TOWER OF LONDON

It is not far from London Bridge to the Tower which has given its name to the Tower Bridge. The Tower was London's state prison and is the most interesting historical spot in all England if not in all the world. Once a royal palace and fortress it became a State prison. Now it is a government arsenal and a museum, and at times is still used to confine State prisoners.

The Tower, as this group of buildings, with a turreted double wall covering 13 acres is called, is on the Thames, upon which open three now unused gates, the Traitor's Gate, the Iron Gate and the Water Gate. The visitor will however enter by the main gate on the west side, the Lion's Gate, where tickets are bought to see the Armory and the Crown Jewels. Placards are all about giving very complete information as to the different objects of interest. The guards of the Tower of London are old soldiers, many of whom have won the Victoria Cross which corresponds to our Medal of Honor. These men are held in great respect. In England an officer, even a General, must salute a man wearing the Victoria Cross.

You cross a stone bridge over the ancient moat, which is still flooded on occasions, and arrive at the Outer Bail. You go on through the narrow way to the right until, opposite the Traitor's Gate leading down to the river, you come to the gateway with its portcullis leading under the Bloody Tower. This leads you into the Inner Court or Bail. To your right is the Record Tower in which are kept the Crown Jewels. Let us go first however to the left to Beauchamp Tower, built by Edward III (1327–77),

one of the 13 towers of this inner court. In the Bloody Tower under which you pass, Richard III had the sons of Edward IV murdered; Lady Jane Grey was imprisoned in the Brick Tower; her husband Lord Dudley, in Beauchamp Tower. The walls of the room on the first floor are covered by inscriptions written by the prisoners.

Beyond Beauchamp Tower you will see the site of the Scaffold on which Anne Boleyn and Lady Jane Grey were executed. Beyond is the little chapel of St. Peter in Chains, built in its present form by Henry VIII. Here were buried Sir Thomas More, Anne Boleyn, beheaded in 1536, Lady Jane Grey and her husband, beheaded in 1554, and dozens of other people of rank. Also confined in the Tower for periods of longer or shorter duration were William Wallace, 1305; King Robert Bruce of Scotland, 1347; King John of France, taken prisoner at Battle of Poitiers, 1356; Sir Walter Raleigh (beheaded at Westminster, 1618); and the Duke of Marlborough, 1692, among others.

In the center of the inner court stands the most ancient part of the Tower, the old Keep, or White Tower. Its windows, which were originally Norman in style, were altered to the classical style by Sir Christopher Wren, he who was the architect of St. Paul's Cathedral. This tower was begun about 1078 and its present name is said to be due to a coat of whitewash which was put on in 1240. Here Richard II abdicated in 1399 in favor of Henry of Bolingbroke. Under the winding staircase, which goes through the thick wall of the tower, by which you ascend to the second floor, were found the bones believed to be those of the two princes murdered by King Richard III. The apartments on the first floor are believed to be the rooms where Sir Walter Raleigh was confined, and where he wrote his History of the World. On the second floor is the Chapel of St. John, one of the finest pieces of Norman architecture in England. In the other rooms are displayed the

COLLECTION OF OLD ARMOR

Here is gathered together and excellently arranged a fine collection of figures in equipment and of armor portraying in good chronological order the war-array of the English from the time of Edward, in 1272, to that of James II, in 1688. The succession of the crude leather scales of the Norman period, through that of chain mail, and plates, and then complete suits of plate armor will prove vastly interesting. In the East Room on the second floor is a collection of Eastern arms and armor. In the Banquet Hall particularly to be seen are the equestrian figure of Queen Elizabeth represented as going to St. Paul's to return thanks for the destruction, in 1588, of the Spanish Armada by the English fleet; the block on which the last person, Lord Lovat in 1747,

Photo. by Underwood & Underwood

London—The Tower Bridge

Photo. by Underwood & Underwood

London—Trafalgar Square

to be beheaded in England, paid the penalty of treason; the uniform worn by the Duke of Wellington when constable of the Tower; and the cloak upon which Wolfe died in 1759 at Quebec. The rooms on the third floor are full of armor worn by famous soldiers.

Reserved to the last, although first in interest, and to be visited if nothing else in the Tower is seen, are the

CROWN JEWELS OF ENGLAND

The regalia of England, including the ancient crown of King Edward, were sold during the confused times that followed the execution of Charles I. After the Restoration others were made to replace them and the ancient names were retained. In a glass case, protected by an iron cage, are the following jewels of the Regalia, the value of which is estimated at over 15 million dollars: *Crown of St. Edward,* made to be worn at the coronation of Charles II; *Crown of Queen Victoria,* set with 2783 diamonds and 310 other gems, the ruby in the front having been worn by Henry V on his helmet at the battle of Agincourt, and the sapphire on top said to have belonged to Edward the Conqueror; *Staff of St. Edward,* of gold and weighing 90 pounds, the orb at the top being supposed to contain a piece of the Cross; *The Salt Cellar of State,* a replica of the White Tower. *Crowns* of the Prince of Wales, Queen, Queen Consort, the *Royal Scepter* with the cross, and the scepters of the Dove, of Queen Victoria, of Queen Mary, the swords of Justice and Mercy, the Coronation Bracelets, the Royal Spurs, the Coronation Oil Vessel, the Baptismal Font for royal children, the Wine Fountain, the Gold Basin for Queen's Alms on Maundy Thursday, make up the remainder of the regalia.

Cases at the sides of the rooms contain insignia of the Orders of the Garter, Thistle, St. Michael and St. George, etc.

Tower Hill where once stood the scaffold where traitors were executed, Trinity House, a heavily endowed ancient society house, and the Royal Mint are all close to the Tower, but if the tourist is pressed for time a visit to them can well be omitted. The Tower Bridge however should be visited, and a walk across it and back will never be forgotten.

A few hours can be spent most profitably in Fleet Street and Chancery Lane. In the New Record office on Chancery Lane is preserved a wonderful collection of state papers: the *Domesday Book* containing that census of property and people made in 1086 by order of William the Conqueror; the deed by which Robert Bruce resigned the throne of Scotland to Edward III; the treaty between Henry VIII of England and Francis I of France, with its gold seal, are a few of the invaluable papers here kept.

The four *Inns of Court,* the Inner and Middle Temple on the south side of Fleet street, Lincoln's Inn on Chancery Lane and Gray's Inn in Holborn belong to the barristers and all are well worth a visit. Lincoln's Inn will bring back many a story to the lover of Dickens. The Temple was formerly a lodge of the Knights Templars, a religious order founded at Jerusalem in the 12th Century to protect the Holy Sepulcher. With the temple is the Temple Church, the Round Church part of which is good Norman, finely embellished, and done in 1185, while the choir, added in 1240, is in early English style. The nine monuments of the 12th and 13th century Templars in the Round Church are especially worthy of notice. Oliver Goldsmith, author of the *Vicar of Wakefield,* is buried in the churchyard. In the Temple Gardens, according to Shakespeare's Henry VI (Part 1, Act II, Sc. 4) the *white* and *red* roses were picked which became the badges of York and Lancaster in the Wars of the Roses.

The Hall of the Middle Temple, built in 1572, now used as a dining hall, is a splendid example of Gothic architecture. On February 2, 1601, during the dramatist's lifetime, Shakespeare's play *Twelfth Night* was acted in this room.

TRAFALGAR SQUARE

The defeat by Lord Nelson, who was killed in the battle, October 22, 1805, and the English Fleet of the combined fleets of France and Spain put an end to Napoleon's plan to invade England. In the center of this famous square rises a granite column surmounted by a statue of Nelson. The column is 145 feet high, and is of Corinthian style, copied after the columns of the temple of the avenging god of war, Mars Ultor, in Rome. The statue itself is 17 feet high. The bronze ships on the pedestal were cast from captured French cannon, and below one of them is inscribed Nelson's last signal "England expects every man will do his duty." The bronze lions on the pedestals running out from the columns were modeled by Sir Edwin Landseer.

The building of Greek style on the north side of Trafalgar Square is

THE NATIONAL GALLERY

Here the visitor will come, first because of the fame of the gallery, but all visitors have gone time and time again after that first visit, because of the merit of the paintings and the love for art which grows with each succeeding visit. The Gallery has 22 large rooms in which the paintings are arranged in a chronological manner, so that the student of art can follow its advance from one school to another.

Schools of Paintings

By Rooms

Rooms I–III—Schools of Tuscany in Italy.
Noted paintings are:
Room I—Botticelli's Nativity
Pollaiuolos' St. Sebastian, probably the painter's masterpiece;
Filippo Lippi's Madonna and Child.
Room II—Lippi's Annunciation,
Fra Angelico's Christ with the Banner of the Resurrection
Room IV—Early Flemish School
Rooms V–IX—Italian Schools
Room V: Ferrara and Bologna
Room VI: Umbria. Best pictures here are by Perugino. The Madonna and Child with the Archangel Michael and Raphael with Tobias on either side, and a Virgin and Child with SS. Jerome and Francis. Raphael's Vision of a Knight, the Madonna degli Ansidei (for which the Duke of Marlborough was paid $350,000), the Madonna, Child and St. John, usually called the Aldobrandini Madonna, and the St. Catherine of Alexandria. The six pictures above would make the reputation of any gallery.
Rooms X–XI—Dutch and Flemish Schools. Many pictures by Rembrandt, Van Dyck and Rubens.
Room XII—Peel Collection, composed of cabinet pieces of Flemish and Dutch painters. Nearly all works of very high rank.
Room XIII—Later Italian School. Canaletto, Guido Reni, and the two Carracci, are the great names here.
Room XIV—Spanish School.
Velasquez: Philip IV, the Dead Warrior and the Scourging of Christ.
Murillo: The Spanish peasant boy, and St. John and the Lamb.
Room XV—German school. Two fine paintings by Hans Holbein.
Rooms XVI–XVII—French School. Claude Lorrain, Nicholas and Gasper Poussin are here represented by several pieces called by Ruskin in his *Modern Painters* exquisite work of the finest kind.
Rooms XVIII–XXII—British Schools:
Room XVIII—Gainsborough's Orpin, and Mrs. Siddons; Reynolds' Countess of Albermarle and Rodney's Lady Hamilton are the best among dozens of other fine portraits by the same painters.
Room XX—Full of works by Crome, Constable, Copley and Lawrence.
Room XXI—Millais' Gladstone, Constable's Hay Wain and Corn-

field, Landseer's Dignity and Impudence, and Rosa Bonheur's Horse Fair.

Room XXII—Given over entirely to the works of the great landscape painter J. M. W. Turner, the Snowstorm and the Fighting Temeraire being the most admired and most copied.

NATIONAL PORTRAIT GALLERY

This three-story art museum adjoins the National Gallery but is a separate building, with its entrance on St. Martin's Place. It contains over 1100 portraits of men and women famous in English history, science, art and literature, and is sure to interest every one.

HOUSES OF PARLIAMENT AND WESTMINISTER HALL

The first view of the Houses of Parliament should be obtained from the Westminster Bridge, which is itself one of the handsome bridges of London. The view you will get of the Houses of Parliament may be of added interest when you remember that the same view you are having, inspired Wordsworth to write the sonnet that begins "Earth has not anything to show more fair."

These two buildings are really one, and they cover an area of 8 acres, and contain 1100 apartments, 100 staircases and 11 courts. Next to Westminster Bridge is the clock tower, 318 feet high. The Victoria Tower at the S. W. is 340 feet high. The clock has 4 dials, each 23 feet in diameter, and five hours are necessary to wind up the striking parts. "Big Ben," named after the Building Commissioner Sir Benjamin Hall, is the popular name of the great bell in the Clock Tower. Many people believe that the bell "Big Ben" was named after Benjamin Franklin, who went every day for years to the Houses of Parliament to plead the cause of the American Colonies. There were then, and there are now, many Englishmen who wished that more attention had been paid to Ben Franklin. The Houses are 940 feet long on the river front, and that façade is topped with statues of the Monarchs of England from William the Conqueror on.

It will be useless to try to enter by the Royal entrance under Victoria Tower, so go up the stairs next to it. At the top you will enter the Gothic Hall called the Norman Porch. From there your guide will conduct you into the Royal Robing Room, then into the Royal Gallery where you should notice the mosaic floor and the wall frescoes. The Princess Chamber is next with its marble statue of Queen Victoria, then the House of Peers (which we would call the Senate chamber), rich in Gothic decoration. Here the peers of England sit in council session. At the south end of the hall is the throne, in front of which is the woolsack

The Houses of Parliament from Across the Thames

of the Lord Chancellor. There are four or five peers' rooms adjoining the House of Peers, all richly fitted up, and full of interest. From the Peers' Lobby we go through the fine Central Hall into the Commons' Lobby and on into the House of Commons (corresponding to our House of Representatives) and, like ours, with not enough seats for its members. The speaker's seat is at the north end, and the ministers sit on the front bench. To the right of the Speaker sit the Government party, to his left, the Opposition.

One goes back to the Central Hall to get into Westminster Hall, passing through St. Stephen's Hall as a corridor.

Westminster Hall was part of the ancient Anglo-Saxon Palace of Westminster. It was begun in 1097 but has been burned once and repaired and enlarged many times. It is said to be the largest hall in the world with an unsupported wooden ceiling. It is 290 by 68 feet and 92 feet high. The oak roof is a masterpiece of timber construction.

This hall teems with historical traditions. Here coronation festivals were held for centuries; Charles I was here condemned to death; Cromwell was here saluted as Lord Protector of England, and on the pinnacles of this hall eight years later his head, taken from his dead body in Westminster Abbey, was impaled and left on high, from where it blew off some 30 years later and was sold as a souvenir. William Wallace was here condemned to death, as was Guy Fawkes, and here Warren Hastings, after a seven years' trial, was finally acquitted. The last king to be crowned here was George IV, and his champion, as was the custom, rode in full armor into the hall and throwing his gauntlet on the floor, challenged any one who dared dispute his sovereign's title.

WESTMINSTER ABBEY

The architectural history of this world famed church begins with 985 A. D. and is so detailed a matter as to restoration that only an expert would be interested in it. It is the English Temple of Fame, and to be buried inside it is the greatest honor in the nation's gift. Our Washington Irving says, "The spaciousness and gloom of this vast edifice produce a profound and mysterious awe. We feel that we are surrounded by the congregated bones of the great men of past times, who have filled history with their deeds, and the earth with their renown."

The usual entrance is the door in the north transept and here lie Canning, Gladstone, Peel, Fox and the two Pitts. Also in the north aisle are the tombs and monuments of William Wilberforce, Charles Darwin, Sir Isaac Newton, Ben Jonson (with 'O Rare Ben Jonson' cut in the pavement). In the south aisle are Wordsworth the poet, Isaac Watts, the hymn writer, John Wesley, founder of Methodism. The Poets' corner in the south

transept will bring again to mind the glories of English literature.

Next the silent visitor will start the rounds of the chapels beginning with St. Edmund's, then St. Nicholas, then by a flight of 12 black marble steps the famous chapel of Henry VII, the roses in the gates typifying the union of the houses of York and Lancaster, as his marriage put an end to the Wars of Roses. The ceiling with its luxuriant fret work is the marvel of this chapel. From here we go through St. Paul's Chapel and that of Edward the Confessor and St. John the Baptist.

From the south transept one should go out to see the cloisters, and then the Chapter House, "cradle of all free parliaments," used for meetings of the House of Commons from 1282 to 1547.

PALL MALL

Nearly every one knows the names of Pall Mall and Piccadilly. Pall Mall was a fashionable promenade three or four centuries ago and later became a street of modern palaces. Nell Gwynne used to live at No. 79. From Trafalgar Square to Cockspur Street it is called Pall Mall East. On this part of the street is the Haymarket and at Waterloo Place is the Crimean Monument. Farther on is Marlborough House where the Duke lived so magnificently that he quite put to shame his "neighbor George" in the Palace of St. James.

Piccadilly, about a mile long, runs from Haymarket to Hyde Park Corner. Along it one sees New Burlington House, the Royal Academy of Arts, the Geological Museum, and Piccadilly Circus. Regent Street contains the best London shops. It extends from Waterloo Place on Pall Mall to Portland Place, crossing Oxford Street, which is the greatest business street of London. Off Oxford Street to the left runs Duke Street to Manchester Square, on which stands Hertford House, said to be the "Gaunt House" of Thackeray's *Vanity Fair*. It contains the Wallace collection of art, the procelains and French furniture (of the period of Louis XIV-XVI) being especially fine.

Regent's Park contains the great Zoölogical and Botanical Gardens and the Cricket Ground of the Lords.

THE BRITISH MUSEUM

It is not advisable to say that any one of the several great collections of art treasures in the world, the Louvre of Paris, the Vatican of Rome, the Metropolitan of New York, or the British Museum, is the finest in the world, because these four are each one better than the other, that is, each one has some things that are in their own way the absolute best. The British Museum is a stupendously large institution, and is divided into the 8 sections of Printed Books, Manuscripts, Oriental Books and Manuscripts,

Prints and Drawings, Egyptian and Assyrian Antiquities, Greek and Roman Antiquities, Mediæval and British Antiquities, Coins and Medals. It is to be remembered that another part of the Museum, the Sections on Natural History, is at South Kensington.

There is no use to try to conduct a tourist through the British Museum. Both guide books and guides are to be had by scores, and none of them does it quite successfully. To walk through the Museum without stopping to look more than casually in passing, is almost an impossible thing to do. If there is one of the sections in which you think you are especially interested, close your eyes and hurry there by all means and see it, so you can go to another about which you knew less. The chances are you will not get there unless you adopt some such course as there are so many wonderful things to see on the way.

The Sculpture Gallery however is a place that no one can miss. In each of a half a dozen rooms are scores and hundreds of pieces of sculpture that are of the highest rank. In the Ephesus Room are the fragments of the Temple of Diana known to students both of art and Scripture; the Phigaleian Room is also famed for its marbles from the Temple of Apollo in Greek Arcadia. The Mausoleum Room has the remains from one of the Seven Wonders of the World. In the south gallery of the Egyptian collection is one of the most famous stones in the world, the Rosetta Stone, found by the French near the Rosetta mouth of the Nile in 1798, which has on it a trilingual inscription that opened up the mysteries of the hitherto undecipherable hieroglyphics of Egypt. The Room of Gold ornaments and Gems has the completest collection of its kind in Europe.

But the Elgin Room is the home of the Elgin Marbles, brought from Athens in 1801–03 by Lord Elgin. These marbles, the finest in the world, came from the Parthenon on the Acropolis, that most famous and most architecturally perfect of all buildings ever built by the hand of man.

ST. JAMES AND BUCKINGHAM PALACES

Henry VIII turned a building at the south end of St. James Street into a royal palace, and although it was considerably so used it did not become the principal residence of royalty until 1691 after Whitehall was burned down. The Royal Chapel and the old Presence Chamber are nearly all that now remains of the old Palace, so many restorations and additions have been made. Queen Mary died in St. James in 1558 and Charles I slept here the night before he was executed. Above the mantel in the Presence Chamber are the initials H A of Henry VIII and Anne Boleyn. Although the English Court is known as the Court of St. James, the king no longer lives here. It is not easy to obtain permission to see the palace.

It is a pleasant walk across St. James Park to Buckingham Palace, which was the town house of Queen Victoria. The Green Drawing Room, the Throne Room, and the State Ball Room are richly decorated and furnished in a sumptuous manner. There is also a good collection of paintings in the Picture Gallery. South of the palace, the entrance being on Queen's Row, are the Royal Mews (the royal falcons were kept in coops or mews) or stables. The State carriage is of particular interest.

Hyde Park and Kensington Gardens should be seen together. Hyde Park is always one of the liveliest spots in London. Fashionable turnouts fill the roads and a fashionable throng fills the walks. Here are the famed Serpentine bordered by splendid trees and lawns, Rotten Row for horsemen, and the drive called Ladies' Mile. Kensington Palace on the west side of Kensington Gardens has a good picture gallery.

Another famous museum, the Victoria and Albert, in Brompton, a mile from Hyde Park Corner, contains art objects only a little less in importance than the British Museum. It is kept up by state funds and is used as an educational center for all England. It contains tapestries, porcelains, personal ornaments of all nations, embroideries, furniture, terra cottas, musical instruments, paintings, collections of art objects from India, China, Japan, Persia and the East.

NEAR-BY EXCURSIONS

A boat ride on the Thames from London Bridge to Hampton Court is full of interest. Less time is consumed in going by train or motor. Hampton Court is the largest royal palace in Great Britain although it has not been so used since the time of George II. Cardinal Wolsey gave the palace to Henry VIII. The collection of pictures in the various rooms called the King's Guard Chamber, First and Second Presence Chamber, Audience Chamber, King's and Queen's Bed Rooms, etc., is an excellent one. In fact in the Mantegna gallery, so called, beyond the King's Lobby, is one of the world's masterpieces, Mantegna's Triumphal Procession of Cæsar.

WINDSOR

Windsor will be one place outside of London that every tourist will certainly wish to visit. Both the Great Western from Paddington Station, and the South Western from Waterloo Station, get you to Windsor in about an hour. The trip by rail is preferable to that by motor.

Windsor itself is a little town on the right bank of the Thames, opposite which lies Eton, the home of the famous boys' school. Windsor Castle is on the west side of the town. The estate of Windsor was given by Edward the Confessor to the monks of

Westminster Abbey, from whom it was purchased by William the Conqueror. The castle has been extended and beautified by succeeding monarchs, and the enormous sum spent on it by Queen Victoria made it one of the finest palaces in the world.

Between the two courts around which the castle buildings are built, is the Round Tower or Keep used as a prison until 1660, from which one gets the best view of the castle and the surrounding country. In the Lower Court is St. George's Chapel, the chapter house of the Knights of the Garter. Adjoining it is the Albert Chapel, restored by Queen Victoria in honor of her deceased husband, Albert, the Prince Consort, the interior of which is almost gaudy in profuseness of decoration.

The State Apartments are the most interesting part of the palace, but the guides are likely to try to hurry the visitor along very fast. The Old Ball Room is now called the Van Dyke Room because it has in it only paintings by that famous Dutch master. The Grand Staircase and Vestibule are profusely decorated. In the Rubens Room are 10 paintings by that artist, the one of himself and his wife being considered the best. The historical painting from the reign of Edward III in the Ante Throne Room will detain the visitor interested in English history. The Grand Dining Room, or Waterloo Chamber, 98 × 47 feet, in Elizabethan style, contains a series of portraits of notables associated with the years 1813–1815, Wellington, Metternich and Pope Pius VII being among them.

The Throne Room is in garter blue, the room having been formerly used for the investiture of the Order of the Garter. It has the portraits of several of the kings in their Garter robes. The ivory throne was a present from one of the Indian Maharajahs. St. George's Hall, 200 × 34 feet, has the armorial bearings of the Knights of the Garter since 1350 on the ceiling, and on the walls are portraits of the English Kings from James I to George IV. The other rooms are of less interest.

CANTERBURY

It is only 62 miles from London to Canterbury, and the round trip, made by train from Victoria or St. Paul's Station, can easily be made in a day. Canterbury has been the seat of an archbishop since the 6th century, and has always been the greatest ecclesiastical center of England, although not the undisputed center of religious administration until after the murder of Thomas à Becket in 1170.

A drive round the town itself will prove to be one of interest, because sites will be shown that are connected with Chaucer's *Canterbury Tales*. But the Cathedral is the particular shrine. The architecture is different from the usual type, there being here a double set of transepts. The nave is of great dimensions but

its proportions are so good that an effect even of lightness is obtained.

The Choir, 180 feet long, has a splendid 15th century screen and the combination of arches in its triforium arcade is one of the best examples of the architectural transition from Romanesque to Gothic. Trinity Chapel and the Corona Chapel, the latter with the "choir of St. Augustine" (13th Century), in which the bishops sit when being installed, are both important. Both the Crypt and the Cloisters also will prove fascinating. The view from the top of the central, or Bell Harry, tower is very fine.

OXFORD

This ancient and famous university is a little over 100 miles from London on both the London and Northwestern and the Great Western Railways. A trip to Oxford can be made in a day, but as it is on the way to the Shakespeare country it should be combined with that trip. We advise for a 3 day trip the following: London to Oxford, and on to Leamington for the night. See Stratford-on-Avon and Warwick Castle by motor or buss, and from Leamington to Peterborough by night. Then after seeing the cathedral there, go to Ely and see the one there, and into Cambridge by noon. After visiting the University, return to London that night.

At Oxford, Christ Church College (founded by Cardinal Wolsey in 1524) with its Great Tom Bell and large Tom Quad, and its famous old kitchen; Corpus Christi (founded 1516 by Bishop of Winchester), the only Oxford College that did not melt its plate in support of Charles I, with its fine library; Oriel, among whose students were Sir Walter Raleigh, Bishop Wilberforce and Dr. Thomas Arnold; New (although founded in 1379) with its ancient Chapel, its cloisters and Tower, and its gardens; and Magdalen (pronounced Maudlin) with fine tower and grounds; will be the ones particularly to interest the visitor.

Oxford is most noted however for having the Bodleian Library and the Ashmolean Museum. Both of these however are for the specialist.

Leamington is interesting, but little time can be spent there if the trip recommended is being followed. From Leamington we go to see Warwick Castle, the most picturesque of the feudal castles of England. The castle contains a collection of paintings, and in its Great Hall are the sword of Guy of Warwick, the mace of the "King Maker," the helmet of Cromwell, and other things of note.

It is 8 miles from Warwick to Stratford southwest and 5 miles from Warwick to Kenilworth Castle, north. Stratford-on-Avon, with Shakespeare's House, and Memorial Building should be seen first. Take tea or luncheon in the Red Horse Hotel if possible.

Kenilworth Castle is a ruin, albeit one of the finest in England. But the novel by Walter Scott will take many a traveler there.

Peterborough Cathedral is one of the best Norman Churches in England, and should be seen by every one interested in the architectural development of English cathedrals. It suffered considerably in its interior decoration in 1643 by the iconoclasm of the Puritans.

Time will decide whether you shall go direct to Cambridge from Peterborough or via Ely to see its wonderful Cathedral. It is only 14 miles from Cambridge to Ely and the round trip can be made in 2 hours from there, allowing an hour for the cathedral, which is perhaps the most imposing and individualistic of all the English cathedrals.

CAMBRIDGE

Cambridge on the Cam, the other of the two famous and ancient English Universities, is no less desirable to visit than Oxford. Its Fitzwilliam Museum is a very good one. The colleges of interest are: Peterhouse, the oldest, having been founded in 1284, where Gray, the poet, was a student; Trinity, founded by Henry VIII and the largest college in England, with a famous library and claiming among its students Newton, Bacon, Dryden, Macaulay, Byron, Thackeray and Tennyson.

NORTH WALES

To the traveler who lands at Liverpool it would be a great pity not to take a short trip through North Wales. From Chester, with its fine cathedral and its good Roman ruins (every "Chester" in England comes from Roman *castra*), as a starting point, there is a 3 day trip which has in it a combination of Scotch highland, Italian Riviera and Lake scenery which is unique and magnificent. From Chester one goes to Bangot by train, sees the Menai Bridges, goes on to the castle of Carnarvon by train, and on to Ilanberis for the night. The second day he goes up the wonderful Snowdon, and then goes by coach through the Pass of Ilanberis to Bettws-y-Coed. On the third day he goes by rail to Blaenau Ffestiniog, then by the "Toy Railway" to Port Madoc, and thence back to Chester via Dolgelley. To be sure, there are a dozen alternate trips of longer duration. Any of them will leave a never to be forgotten impression.

THE LAKE DISTRICT

The English Lake District is in Westmoreland and Cumberland counties for the most part. Here are 16 lakes, Windermere and Derwentwater being the best known, and the heights of Helvellyn and Skiddaw and many others, which offer scenery of a character from the diversified in charm to the most picturesque of savage

beauty. From Windermere the trip can be made in one day, and no one day will ever be better spent. Windermere is on a branch in from Kendal which is on the main line about half way between Liverpool and Carlisle.

SCOTLAND

Every one who lands at Glasgow will see part of Scotland of course, before going down to London. Nor does this mean that all who go first to London should not go to Scotland. They should do so by all means if time will allow, and you can run up from London to Edinburgh over night.

Glasgow itself has much of interest, it being the headquarters of the great Clyde shipbuilding industry and having a fine harbor and docks. Its parks are beautiful and the view from Queen's Park is magnificent. The trip from Glasgow to Edinburgh via the Trossachs is however the thing to do. You will be in the track of the story of Scott's Lady of the Lake and Loch Lomond, Inversnaid, Lock Katrine and Ellen's Isle will thrill the heart of every traveler.

In Edinburgh you can spend profitably several days if you have them to spare. . The Castle will hold you a long time. The Parliament House, Holyrood Palace where Mary Queen of Scots lived, Arthur's seat, the Queen's Drive, all will beckon you to them and will fascinate you. The Pentland Hills and the Firth of Forth, where the German fleet came to surrender, are both easy to cover in short excursions.

From Edinburgh you may go to London by either of two ways, through Carlisle, Manchester and Birmingham, and this way will allow you to stop off for the Lake District trip, for the North Wales trip by a little detour, the Shakespeare country and Oxford.

The other way is through Newcastle-on-Tyne, Leeds and Sheffield, or if you will make it in broken journeys, you can on the way stop and see York and its famous Cathedral, Lincoln, Peterborough, Ely, Bury, St. Edmunds, and Cambridge.

By either of these ways you will get back sooner or later to London, and of nearly all the places mentioned above a brief description has already been given. But do not carry away the idea that you have seen England. We have only touched the high spots and those in a brief way. You will find yourself in the same predicament that many Americans have been before you, if you are not firmly bound up to a schedule. Many Americans have gone to Europe and never got farther than some English district or city.

PART III

CHAPTER XV

DIVISIONAL HISTORIES

The History of Each American Division That Reached France

Most Americans had relatives or friends in one or another of our divisions abroad, and quite naturally they will find themselves prepossessed in favor of those divisions in which their interest particularly centers. Just what those relatives or friends and their divisions did is, however, more or less unknown, beyond the fact that in a general way Americans know that certain of our divisions went to France, defeated everything that got in their way, and then came home. At the same time every one should know, every one wants to know, the salient facts about all of our divisions: which one fought here or there, from what States its men came, who its heroes were, everything about it, in fact. There is glory enough for all and to spare. Therefore, with a desire to put before Americans the deeds of all our divisions, these divisional statistics have been compiled, the insignia explained, a brief history of the accomplishments written, and citations of the Congressional Medals of Honor appended. By consulting these histories not only will the battlefields themselves become more intelligible, but information will be found that will make any American thrill with pride. The names of towns or places gained may also well incite, as well as invite, the visitor to plan side trips to other places of interest, just as interesting as those, which because of better roads are on the regular tourist itineraries.

A Division is the largest fighting unit in an army. Three divisions, usually, make a Corps, and two or more Corps make an Army. The divisions of the Army of the United States are larger than those of the European armies. Each one contains about 1000 officers and 27,000 men. Our divisions were of two types, combat and replacement, the latter having, as the name implies, the function of training men for the fighting divisions. But it must not be thought that the men of the replacement or depot divisions did not see battle service. Nearly every one in the replacement divisions, after doing what for a soldier during actual warfare is the most trying of all duties—namely the training of

other men for immediate battle service—did eventually join combat divisions. Drafts of new men from the United States went at once into the progressively skeletonized replacement divisions.

Intense rivalry existed among our divisions in France. Each man thought that his division always fought at the most important part of the line, and that it was either up or called up at the most critical times, and that its achievements contributed largely to the successful ending of the war. Each believed that his division possessed characteristics superior to any other and that it underwent greater hardship than any other. This rivalry resulted in a very healthy and commendable esprit de corps, which was enhanced by the changes of divisions from one corps to another, or by their dispatch to the assistance of our hard-pressed Allies at different parts of the British-French front.

These histories do not record all the towns captured by each division but merely enough to show the ground gained and the path of each division. As medals of merit are still being awarded, the number shown is probably less than the number actually awarded. All of our combat divisions received foreign decorations. Some divisions kept a record of those received, others did not, and this accounts for the fact that in some cases the foreign decorations are shown and in others they are omitted.

The Distinguished Service Cross (D. S. C.) is a purely American decoration and is bestowed as a reward for individual acts of "extraordinary heroism in connection with military operations against an armed enemy" not warranting the award of the Medal of Honor. It is given both to officers and enlisted men.

The Medal of Honor is the highest award that our Government gives. The law in regard to it reads as follows: "The President is authorized to present, in the name of Congress, a Medal of Honor only to each person who, while an officer or enlisted man of the Army, shall hereafter, in action involving actual conflict with the enemy, distinguish himself conspicuously by gallantry and intrepidity *at the risk of his own life, above and beyond the call of duty.*" The strict application of the spirit of this law has placed the Medal of Honor on the high plane which it enjoys. It is the most difficult military medal in the world to obtain; no other nation, except Great Britain, gives such a medal requiring such high standards of valor. The Medal of Honor citations found at the end of some of the Divisional histories have been rewritten for the sake of brevity. The first sentence of each citation which reads as follows: "For conspicuous gallantry and intrepidity above and beyond the call of duty in action with the enemy," has been omitted in the rewriting which embraces only the pith of the deed.

The words "lost" and "casualties" as used refer to those killed, wounded and gassed. The word "guns" means pieces of artillery.

The French word "Bois" means woods. In France most towns

have a Bois from which they get their fuel. These woods are too small to be shown on an ordinary map, but many of them are closely associated with the deeds of our divisions and are constantly referred to in the divisional histories.

In some cases two divisions are shown under the heading "Activities" in the same sector at the same time. This is due to the fact that it sometimes took several days for a division to relieve another one.

In some cases the total number of days spent in quiet and active sectors as shown under the heading "activities" differs from the same data under the same heading when figured from the dates showing when the division entered and left the various sectors. This is due to the fact that we have recorded the training of a division in a quiet sector with the British or French under the heading "activities" while that period was not figured by the War Department as service in a quiet sector as the number of men in the front line at any one time was small. The expression "quiet sector" as used in these histories is merely relative, because no matter how peaceful and quiet a sector may have once been, it became active when occupied by American troops, who gave the enemy no rest with the result that the German reciprocated the attention they received.

Our divisions were numbered as follows:

Nos. 1–7: Regular Army Divisions in which all the units were from the Regular Army.
Nos. 26-42: National Guard Divisions in which all the units were from the National Guard.
Nos. 76–92: National Army Divisions in which most of the men were drafted.
No. 93: National Guard Division (Colored troops).

1st DIVISION

The First

(Regular Army)

INSIGNIA: Adopted because this division was the first to arrive in France; the first to enter the line; first to fire a shot; first to suffer losses; first to capture prisoners; and finally, the first to be cited in General Orders.
ORGANIZED and trained in France.
ORGANIZATIONS arrived in France (St. Nazaire) during June and July, 1917.
FIRST TRAINING AREA: Infantry, Gondrecourt. While the Infantry was enroute to this town the 2nd battalion of the 16th Infantry (one of the regiments in the division) participated in the 4th of July parade in Paris, the first public appearance of American troops in France. The artillery trained at Valdahon.
ACTIVITIES: Oct. 21–Nov. 20, '17—Somerville sector, east of Nancy. At 6:05 A. M., Oct. 23rd, Battery C, 6th Field Artillery, 1st Division, in position 400 meters east of Bathlemont, fired the first

American shot of the war. In this sector the Americans took their first prisoners and suffered, on Nov. 3rd, their first losses, three men of the 16th Infantry being killed.[1] Jan. 18–Apr. 2—Ansauville sector near Toul; Apr. 25–July 7—Cantigny sector near Montdidier. Captured Cantigny, May 28th; July 18–22—Aisne-Marne Battle (Soissons attack) which pinched the Germans out of the Château-Thierry salient. The 1st Division captured the following towns: Dommiers, Missy Aux-Bois, Cutry, Le Croix De Fer and Berzy le Sec; Aug. 7–24—Saizerais sector near Toul; Sept 12–13—St. Mihiel Battle, capturing Seicheprey, Lahayville, Richecourt, St. Baussant, Nonsard and Marvoisin; Oct. 1–11—Argonne-Meuse Battle, north of Charpentry, capturing Fléville, Exermont, Sommerance and Baulny. Nov. 6–11—Argonne-Meuse Battle, entered line north of Stonne-Beaumont road and captured St. Aignan sur Bar, Villemontry, Autrecourt, Omicourt, and Yonc. After Nov. 11th—Army of occupation with headquarters across Rhine at Montaubaur.

Days spent in quiet sector: 127; in active sector: 93.

RESULTS: Advanced 32 miles against resistance; captured 6,469 prisoners, 181 pieces of artillery and 436 machine guns.

Casualties: Killed, 4,411; wounded, 17,201.

REMARKS: The division's first engagement of any importance was the capture and holding of Cantigny, on May 28th. It was a very sharp piece of work, executed in a masterly manner. From that very day on there could be seen an improvement in the morale of the troops of the Allies, and the commencement of a corresponding ebb in the morale of the Germans.

Again on July 18th, this division distinguished itself. With the 2nd American and 1st French-Moroccan Divisions, it made the famous attack south of Soissons which rendered the Château-Thierry salient untenable, whereupon the Germans immediately commenced to withdraw. This was the beginning of the Aisne-Marne Battle. During this attack of 4 days (July 18–22) the 1st Division advanced 7 miles, capturing besides the towns and territories in its sweep, 3,500 prisoners and 68 guns. The severity of the fighting is shown by the fact that it lost (killed and wounded) over 7,970 officers and men.

At St. Mihiel the 1st Division was on the left flank of the attack against the south side of the salient, thus giving it the greatest distance to cover. Its advance was on schedule time and it linked up near Vigneulles with the 26th Division coming from the west side, thus shutting off the last avenue of escape to the Germans.

When the Argonne-Meuse attack appeared to be a deadlock, the 1st Division was put in north of Charpentry. It was here that the 35th Division had been stopped and pushed back, exposing the flanks of the adjacent divisions. The 1st Division relieved this delicate situation by launching its famous attack, of October 1st, up the Aire Valley. The attack continued 11 days, advancing our line 4½ miles. *It literally pulled other divisions forward* by starting the cracking process in the Germans' defense system. Deeds like this are costly; the division lost in this attack over 8,500 men, but captured 1,400 prisoners and the towns in its sweep.

On Nov. 6th the division again entered the line in the operations against Mouzon and Sedan. The attack was pushed to Mouzon on the Meuse River from which part of the division advanced to the heights south of Sedan, putting that strategic city

1 These three Americans were buried near Bathlemont. The tomb of the first ones killed was erected by subscription from the communes and department of Meurthe and Moselle. They placed a Lorraine Cross at its head upon which is the following inscription: "Here rest the first soldiers of the United States to fall on the soil of France in the cause of Justice and Liberty."

at its mercy. The French for very natural sentimental reasons, dating back to Sept. 2, 1870, wished to be the first to enter the city; so the 1st Division, with the 42nd and 77th Divisions, which were also on the heights, south of Sedan, were withdrawn. With Sedan captured and the railroad from Metz to Mezières cut, a German capitulation was inevitable.

The medals awarded to the men of this division reflect the nature of its service. They are as follows:

2 Medals of Honor
417 Distinguished Service Crosses
5 Distinguished Service Medals
475 Croix de Guerre (French)
15 Italian Crosses
25 Legions of Honor
4 Croix de Guerre (Belgian)
2 British Crosses
5 Ordre de la Couronne (Belgian)
34 Medal Militaire
2 Order of Leopold (Belgian)

DIVISION COMMANDERS: Generals W. L. Sibert (June 25–Dec. 12/17); D. L. Bullard (Dec 13–July 17.18); C. P. Summerall (July 18–Oct. 11.18); F. E. Bamford (Oct. 12–19.18); F. Parker Oct. 19–Nov. 20/18); E. E. McGlachlin (Nov. 22/18–Sept. 19/19); C. P. Summerall (Sept. 20/19 to date).

TROOPS:

Infantry regiments:
16th, 18th, 26th, 28th
Artillery Regiments:
5th, 6th, 7th
Machine-Gun Battalions:
1st, 2nd, 3rd
Trench Mortar Battery:
1st
Field Signal Bn.
2nd
Engineer Troops
1st Regiment
1st Train
Military Police
1st company
Divisional Trains:
1st Supply Train
1st Ammunition Train
1st Sanitary Train—
Medical Troops:
2nd, 3rd, 12th, 13th Ambulance companies and Field Hospitals

WINNERS OF THE MEDAL OF HONOR

Sergeant Wilbur E. Colyer, Co. A, 1st Engineers. (*Posthumous.*)

On October 9th, near Verdun, Sergeant Colyer, with 2 other men, volunteered to locate a machine gun nest. He advanced on the hostile position to a point where he was half surrounded by the nests which were in ambush. He killed the gunner of one nest with a captured German hand grenade and turned this gun on the other nests, silencing all of them before he returned to his platoon. He was later killed in action.

Sergeant Michael B. Ellis, Co. C, 28th Infantry.

He operated far in advance of the first wave of his company, near Exermont, France, October 5, 1918, voluntarily undertaking most dangerous missions and single handed attacking and reducing machine gun nests. In one instance he killed 2 of the enemy and captured 17 others. Later, he advanced single handed, under heavy fire, and captured 27 prisoners, including 2 officers, and 6 machine guns. The captured officers indicated the location of 4 other machine guns, which he fearlessly captured. Home address: East St. Louis, Ill.

2ND DIVISION

The Second

(Regular Army)

INSIGNIA: A truck driver in the division painted the head of an Indian on his truck. It was done so well and appealed so much to the officers and men of the division that it was adopted as the division insignia.

ORGANIZED and trained in France.

ORGANIZATIONS arrived in France during June, August, September, and October, 1917.

FIRST TRAINING AREA: Infantry—Bourmont, Haute-Marne; Artillery—Valdahon.

ACTIVITIES: Mch. 18–May 16—Sommedieue Sector, seven miles south of Verdun, training with French; June 1–July 9—West of Château-Thierry across Paris—Château-Thierry road where for five days and nights it hurled back the Germans and later on made the attacks which captured Bouresches, Vaux, Bois de la Roche, and Belleau Woods, now called Marine Woods.

July 18–20—Aisne-Marne Battle (Soissons attack) which pinched the Germans out of the Château-Thierry Salient that menaced Paris and Rheims. The 2nd Division captured Gauxcastille, Vierzy, Tigny and Villemontoire; Aug. 9–18—Marbache sector, north of Toul; Sept. 9–16—St. Mihiel Battle, capturing Remenauville, Thiaucourt and Jaulny; Oct. 2–9—Somme-Py (operating with French in Champagne), attacked and captured Blanc-Mont Ridge and Medeah Farm and assisted the 36th Division in the capture of St. Étienne-a-Arnes. The artillery remained in this sector supporting the 36th Division until October 26th. Oct. 31–Nov. 11—Argonne-Meuse Battle, entered line south of Landres-et-St. George (Aire Valley) and advanced to Meuse River capturing Landres-et-St. George, Bayonville and Chemery, Fosse, Letanne and Beaumont. After Nov. 11th—Army of Occupation in Germany with headquarters at Neuwied.

Days spent in quiet sector: 71; in active sector: 66.

RESULTS: Advanced 38¾ miles against enemy; captured 12,026 prisoners; 343 guns (artillery) and 1,350 machine guns.

Casualties: Killed 4,478; wounded, 17,752.

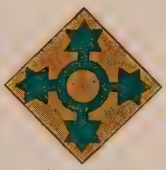
REMARKS: There is a popular belief that the Second was wholly a Marine Division. This is not so. One of the three brigades was composed of Marines, the other two, one Artillery and one Infantry, were from the Regular Army, and all three rendered equally meritorious service. The combination of Marines and Regulars produced excellent results. Intense, but good natured, rivalry existed between these two Infantry Brigades, each more than responding to every battle demand.

The 7th Machine Gun Battalion, 3rd Division, having stopped the advance of the enemy, on May 30th, in the town of Château-Thierry, the Germans made, in a series of bloody attacks, a desperate effort to push on to Paris through the 2nd Division that had been rushed forward to fill a gap in the French line just west of that town. Everybody knows what happened to the German push—it couldn't and it didn't. The Marines in fact took the push away from the Germans, in Belleau Woods, and rolled them back after a severe hand to hand conflict, in so splendid a manner that the French, to do them an honor and to show their appreciation, officially changed the name of Belleau Woods to Marine Woods. Not to be outdone by the Marines, the 9th and 23rd Infantry Regiments (Regulars) after having been heavily

1ST DIVISION

2D DIVISION

3D DIVISION



4TH DIVISION

5TH DIVISION

6TH DIVISION

7TH DIVISION

8TH DIVISION

10TH DIVISION

11TH DIVISION

12TH DIVISION

13TH DIVISION

14TH DIVISION

18TH DIVISION

26TH DIVISION

27TH DIVISION

28TH DIVISION

engaged in the early German attacks promptly captured Vaux and the Bois de la Roche.

This division shares equally with the 1st Division in the honors resulting from our attack on July 18 at Soissons which was briefly described in the remarks concerning the 1st Division. In this attack the 2nd Division in two days lost in killed and wounded 5,000 men, but captured 3,000 prisoners and 75 guns.

In the St. Mihiel Battle the division advanced from Remenauville and in a splendid rush captured the important town Thiaucourt.

During the first stage of the Argonne-Meuse Battle the 2nd Division was sent to assist the French at Somme-Py in Champagne (west of Argonne Forest) where on Oct. 3rd it attacked and after severe fighting lasting 4 days, captured the strongly held positions Medeah Farm and Blanc Mont Ridge, suffering a loss in killed and wounded of 5,400 men, but captured 2,300 prisoners. Despite the heavy losses during the early part of October while operating with the French, the division joined in the American operations on Nov. 1st by attacking north of Landres-et-St. George in the direction of Letanne (on the Meuse River) which was captured on the 6th and the Meuse river crossed on the night of Nov. 10–11.

This division leads all others in the number of Distinguished Service Crosses awarded to it, 664 of its members having received that decoration. It also has the high distinction of the award of 7 Medals of Honor.

Number of Decorations Awarded

7 Medals of Honor
664 Distinguished Service Crosses
10 Distinguished Service Medals
6 Belgian Crosses
17 Legion of Honor (French)
42 Medal Militaire (French)
2740 Croix de Guerre (French)
15 Croce di Guerra (Italian)
1 Knight of Order of Crown of Italy
795 Citations for Distinguished Gallantry

DIVISION COMMANDERS: Generals: Omar Bundy (Oct. 25/17–June 30/18 and July 6–19/18); J. G. Harbord (July 1–5/18 and July 20–27/18); J. A. LeJeune (July 28–Nov. 11/18).

TROOPS:

Infantry regiments:
9th, 23rd
Marine Regiments:
5th, 6th
Artillery Regiments:
12th, 15th, 17th
Machine Gun Battalions:
4th, 5th, 6th
Trench Mortar Battery:
2nd
Field Signal Bn.:
1st
Engineer Troops:
2nd Regiment
2nd Train
Military Police
2nd Co.
Divisional Trains:
2nd Supply Train
2nd Ammunition Train
2nd Sanitary Train—
Medical troops:
1st, 15th, 16th, 23rd Ambulance companies and Field Hospitals.

Winners of the Medal of Honor

Lieut. Louis Cukela, 5th Marines.

On July 18, 1918, near Villers Cotterets, Lieutenant (then sergeant) Cukela in the face of a heavy fire crawled to a position in rear of an enemy strong point which was holding up the advance of his company. He rushed a machine-gun emplacement, killing or driving off the crew with his bayonet. With captured German hand grenades he then bombed out the remaining portion of the point, capturing 4 men and 2 machine-guns.

Private John K. Kelly, 6th Marines.

On October 3rd, 1918, Private Kelly ran through our own barrage 100 yards in advance of the front line and attacked an enemy machine gun nest on Blanc Mont Ridge, killed the gunner with a grenade, shot another member of the crew with his pistol, and returned through the barrage with 8 prisoners.

Sergeant Charles F. Hoffman, 5th Marines.

On June 6, 1918, near Château-Thierry, while consolidating his position after an attack on Hill 142, Sergeant Hoffman saw 12 of the enemy armed with 5 light machine-guns crawling towards his group. He rushed them, bayonetted the 2 leaders and forced the others to flee, abandoning their guns. His quick action drove the enemy from a position from which they could have forced the withdrawal of our troops.

Sergeant Louis Van Iersal, Co. M, 9th Infantry.

On the night of November 9, 1918, near Mouzon, Sergeant Iersal, while a member of a patrol, volunteered to lead a party across a damaged bridge in the face of heavy machine gun fire and rifle fire from a range of 75 yards. Crawling along the edge of the bridge he sprung a trap which gave way and he fell into the water. In spite of the swift current he succeeded in swimming across the stream. Disregarding the enemy fire he made a careful investigation of the hostile position and returned with his information to the other side of the river.

Sergeant Matej Kocak, 5th Marines. (Posthumous.)

On July 18, 1918, near Soissons, when the advance of his battalion was held up, Sergeant Kocak went forward alone, unprotected by covering fire and worked in between the German positions, in the face of a constant hostile fire. Locating a machine-gun nest, he rushed it, and with his bayonet drove off the crew. Later he organized 25 French Colonial soldiers and led them in attacking another machine-gun nest which was also put out of action.

Corporal John H. Pruitt, 6th Marines. (Posthumous.)

On October 3, 1918, at Blanc Mont Ridge, Corporal Pruitt, single handed, attacked 2 machine guns, capturing them and killing 2 of the enemy. He then captured 40 prisoners in a dugout nearby. This gallant soldier was killed soon afterward while he was sniping at the enemy.

Private Frank J. Bart, Co. C, 9th Infantry.

On October 3, 1918, when the advance of his platoon was held up by machine-gun fire, near Medeah Farm, Private Bart, a runner, picked up an automatic rifle, ran out ahead of the line and silenced a hostile machine-gun nest, killing the German gunners. A short time after this the advance was again held up and this courageous soldier repeated his bold exploit.

Dodging Shells in Exermont

The King of Battle—The Doughboy

3RD DIVISION

The Marne Division

(Regular Army)

INSIGNIA: The three stripes stand for the three major operations (Champagne-Marne, Aisne-Marne and Argonne-Meuse) in which this division fought. The blue field symbolizes loyalty for the American ideals of liberty and democracy.

ORGANIZED and trained at Camp Greene, Charlotte, North Carolina.

ARRIVED in France: April, 1918.

FIRST TRAINING AREA: Infantry—Château Villain; Artillery—Coetquidan.

ACTIVITIES: May 31–July 29—Champagne-Marne Battle (Château-Thierry sector) and Aisne-Marne Battle in which the 3rd Division captured Brasles, Charteves, Gland, Mont St. Pere, Jaulgonne, Le Charmel and Roncheres; Aug. 6–10—Vesle River operation. The 6th Brigade attempted to force a crossing of Vesle east of Fismes; Sept. 10–14—St. Mihiel Battle as Corps Reserve; Oct. 1–26—Argonne-Meuse Battle, capturing Cunel.

After Nov. 11th—Army of occupation with headquarters at Andernach on Rhine, west of Coblenz.

Days spent in quiet sector: None; in active sector: 86.

RESULTS: Advanced 25½ miles against resistance; captured 2,240 prisoners, 51 pieces of artillery and 1,501 machine-guns.

Casualties: Killed, 3,177; wounded, 12,940.

Awards: 2 Medals of Honor
233 Distinguished Service Crosses.

REMARKS: The history of this division is unique. It had no service in a quiet sector. It learned how to fight by fighting. When the Germans launched their first attack in March, 1918, the 3rd Division was in North Carolina; on May 30th one of its machine-gun battalions (7th) was rushed forward in trucks to Château-Thierry where it arrived just in time to assist the French in preventing the Germans from crossing the Marne. In this fighting our men manned their guns for 96 hours. The rest of the division later went into line on the west bank of the Marne and east of Château-Thierry, where, at Mezy and Moulins, the 30th and 38th Infantry, supported by the 10th Field Artillery, on July 15th, met the brunt of the last German drive (Champagne-Marne Battle). On this occasion the 38th Infantry, finding itself surrounded on 3 sides, not only refused to retire, but counter attacked, hurled the Germans back, saving the day. In General Pershing's report, we read as follows:

> "On this occasion a single regiment of the 3rd Division wrote one of the most brilliant pages in our military annals. It prevented the crossing at certain points on its front, while on either flank the Germans who had gained a footing pressed forward. Our men, firing in three directions, met the German attacks with counter-attacks at critical points and succeeded in throwing two German divisions into complete confusion, capturing 600 prisoners."

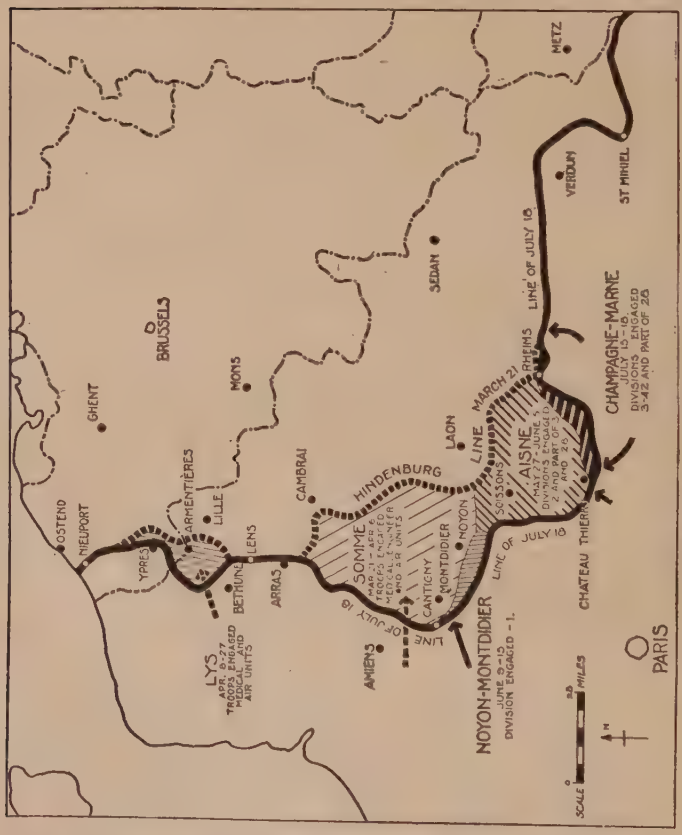
The conduct of the division on this occasion earned for it the nickname "The Marne Division."

The citizens of Château-Thierry have erected a monument there to the men of the 3rd Division who sacrificed their lives in its defense.

Five days after hurling the Germans back across the Marne, the 3rd Division, despite its heavy losses, was able to demonstrate its efficiency on the offensive by advancing from its position west of Château-Thierry to Rochères, a distance of 11½ miles. In these

continuous battle operations (Champagne-Marne and Aisne-Marne) the division lost (killed, wounded and missing) 241 officers and 7,730 men. Most of the casualties were suffered in one day (July 15) when the last German drive was stopped.

The division also served with distinction in the Argonne-Meuse Battle. Entering the line east of Cierges, on October 1st, it advanced during the severest phase of the fight through the highly organized Bois des Ogons, Bois de Cunel, Bois de Forêt and Bois



The Five German Drives of 1918

de la Pultière and by October 26 reached the heights on the west bank of the Meuse just north of Brieulles. The fighting in the Bois Ogons and Bois de Cunel, which were part of the Hindenburg Line, was very severe. These two places can be reached from Romagne sous Montfaucon by walking.

During the fighting west of Château-Thierry, the 7th Infantry saw active service in Belleau Woods.

The motto of this division is "nous resterons la—and we did."

DIVISION COMMANDERS: Generals: J. T. Dickman (Nov. 28/17–Feb.

26/18 and Apr. 12–Aug. 31/18); J. A. Irons (Feb. 27–Mch. 18/18); B. B. Buck (Aug. 31–Oct. 17/18); P. Brown (Oct. 17–Nov. 11/18).

TROOPS:

Infantry Regiments:
4th, 7th, 30th, 38th
Artillery Regiments:
10th, 18th, 76th
Machine Gun Battalions:
7th, 8th, 9th
Trench Mortar Battery:
3rd
Field Signal Bn.:
5th
Engineer Troops:
6th Regiment
6th Train
Military Police:
3rd Company
Divisional Trains:
3rd Supply Train
3rd Ammunition Train
3rd Sanitary Train—
Medical troops:
5th, 7th, 26th, 27th Ambulance companies and Field Hospitals.

WINNERS OF THE MEDAL OF HONOR

1st Lieutenant George P. Hays, 10th Field Artillery.

On July 14–15, 1918, near Greves Farm, France, during an unprecedented artillery bombardment by the enemy which destroyed his line of communication, Lieutenant Hays immediately set out to establish contact with the neighboring post of command and two French batteries. The effectiveness of our artillery fire was mainly due to the work of Lieutenant Hays. While thus engaged 7 horses were shot under him and he was severely wounded.

Private 1st Class John L. Barkeley, Co. K, 4th Infantry.

On October 7, 1918, near Cunel, Private Barkeley who was stationed in an observation post near the German lines, upon his own initiative repaired a captured German machine-gun and mounted it in a disabled French tank near his post. Shortly afterwards when the enemy counter-attacked, Private Barkeley got in the tank, waited under a heavy barrage until the enemy was abreast of him and opened fire, completely breaking up the attack and killing and wounding a large number of the enemy. Five minutes later the Germans turned their artillery on this tank. One shell made a direct hit, but this soldier stuck it out. The Germans, thinking he was killed, launched another counter-attack which he broke up in the same manner as the first one, thereby enabling our forces to gain and hold Hill 235.

4TH DIVISION

The Fourth

(Regular Army)

INSIGNIA: The four ivy leaves represent the number of the division.
ORGANIZED and trained at Camp Greene, Charlotte, North Carolina.
ARRIVED in France: May, 1918. The transport *Moldavia*, carrying companies A and B, 58th Infantry, was torpedoed and sunk, May 23, 1918, and 56 men of these two companies were lost.
FIRST TRAINING AREA: Infantry—Samer (Pas de Calais), with British; Artillery—Souge.
ACTIVITIES: July 18–22—Aisne-Marne Battle, brigaded with the French. This Franco-American force advanced our line from Ancienville—Hautevesnes to Soissons—Château-Thierry Road, capturing Noroy, Chevillon, Hautevesnes, Priez, Sommelans. July 24–Aug. 1—Aisne-Marne Battle, operating by detachments with the French and our 42nd Division. It was during this fighting that 3 battalions of the 47th Infantry (4th Division) assisted by the 42nd Division captured and held Sergy which had been cap-

tured and lost several times. St. Thibault was also captured. Aug. 2–12—Aisne-Marne battle, pursuing the enemy from the Foret de Fere to a point west of Fismes on the Vesle River, which was crossed near Château du Diable after severe fighting; Sept. 7–14—Mesnil Sector and St. Mihiel Battle, capturing Bonzee, Fresne-en-Woevre, and Manheulles; Sept. 26–Oct. 18—Argonne-Meuse Battle, entering line north of Esnes and capturing Cuisy and Septsarges. After Nov. 11—Army of occupation with headquarters at Bad Betrich.

Days spent in quiet sector: 7; in active sector: 38.

RESULTS: Advanced 15½ miles against resistance; captured 2,756 prisoners, 44 pieces of artillery and 259 machine-guns.

Casualties: Killed, 2,587; wounded, 11,596.

Decorations awarded:

134 Distinguished Service Crosses
61 Croix de Guerre (French)
3 Medals Militaire (French)
3 Officier de la Legion D'Honneur (French)
5 Chevalier de la Legion D'Honneur (French)
2 Chevalier a la Ordre Leopold II (Belgian)
3 Decorations Militaire (Belgian)
1 Croix de Guerre (Belgian)

REMARKS: This division experienced some severe fighting during the Aisne-Marne Battle suffering, between July 18 and August 12, over 6,154 casualties.

In the St. Mihiel Battle the 4th Division was on the extreme left flank of the attack against the west side of the salient and was only called upon to make a slight advance. Its artillery was, however, actively engaged in support of our 26th and the French 15th Colonial Divisions.

In the Argonne-Meuse Battle, the 4th Division, went into the line west of the famous Dead Man's Hill and advanced in the face of stubborn resistance from just west of Bethincourt to the center of the Bois de Forêt (east of Brieulles), a distance of 7½ miles. This advance outflanked Montfaucon and was instrumental in the fall of that stronghold on the second day of our attack. In this advance 2,731 prisoners, 57 guns, 4 minnenwerfers, 2 tanks, and 288 machine-guns were captured; the 4th Division's casualties were 6,000 killed and wounded. The division received one French and two American citations for its work in this battle.

DIVISION COMMANDERS: Generals: G. H. Cameron (May 25–Aug. 23/17 and Oct. 12–24/18); B. H. Poore (Aug. 24–30/17 and Oct. 25–30/18; L. Hines (Aug. 31–Oct. 11/18); M. L. Hersey (Oct. 31/18 until return to U. S.).

TROOPS:

Infantry regiments:
39th, 47th, 58th, 59th
Artillery Regiments:
13th, 16th, 77th
Machine Gun Battalions:
10th, 11th, 12th
Trench Mortar Battery:
4th
Field Signal Bn.:
8th
Engineer Troops:
4th Regiment
4th Train
Military Police:
4th Company
Divisional Trains:
4th Supply Train
4th Ammunition Train
4th Sanitary Train—
Medical troops—19th, 21st, 28th and 33rd Ambulance companies and Field Hospitals.

5TH DIVISION

The Red Diamond Division

(Regular Army)

INSIGNIA: Is a red ace of diamonds, designated by the War Department as the mark to be placed on the baggage when the division embarked for France. It was afterwards adopted as the shoulder insignia. Some people claim it was taken from the celebrated advertisement "Diamond Dye—it never runs."

ORGANIZED and trained at Camp Logan, Houston, Texas.

ARRIVED IN FRANCE during March and April, 1918.

FIRST TRAINING AREA: Infantry—Bar-sur-Aube; Artillery—Valdahon.

ACTIVITIES: June 14–July 15—Anould (Gerardmer Sector), Vosges Mountains, going into the line by detachments with French Troops; July 19–Aug. 23—in St. Dié Sector; Sept. 8–17—St. Mihiel Battle; Oct. 12–21—In Argonne-Meuse Battle, entering line east of Cunel; Oct. 27–Nov. 11—Argonne-Meuse Battle. It entered the line near Aincreville and Brieulles and captured the following towns: Aincreville, Clery le Grand, Clery le Petit, Brieulles, Doulcon, Dun sur Meuse, Vilosnes, Mouzay, Jametz, and Louppy.

Days spent in quiet sector: 71; in active sector: 32.

RESULTS: Advanced 18⅛ miles against resistance; captured 2,356 prisoners, 98 pieces of artillery and 802 machine guns.

Casualties: Killed, 1,908; wounded, 7,975.

Awards:

2 Medals of Honor
163 Distinguished Service Crosses

REMARKS: The 5th was the first American Division to occupy St. Dié, which claims to be the Godmother of America upon the following grounds—"Shortly after Americus Vespucius wrote his account of the discovery of America, a new map of the world was being printed at St. Dié, where there was located a very famous printing press. As it was necessary to have a name on the map for the newly discovered country, they called it America, in honor of Americus Vespucius." St. Dié honored the arrival of the Americans with a reception.

To those who are interested in seeing the country where this division served, a trip to the Anould Sector, which also includes Lakes Gerardmer, Ronger, and Noir, will be very pleasant in the summer time.

Our lines in the St. Dié Sector were controlled by those of the Germans. The 6th Infantry, 5th Division, relieved this annoying situation, on August 17th, by capturing and holding against several counter attacks, the town of Frapelle and Hill 451.

In the St. Mihiel Battle the 5th Division advanced from Regnieville to Rembercourt (6½ miles), capturing 1,243 prisoners and the town of Vieville-en-Haye, which was taken after a well executed maneuver.

The 5th was twice used in the Argonne-Meuse Battle. It was heavily engaged for 7 days in the Bois de Rappes, north of Cunel. This highly organized and stubbornly defended thicket was the key to the German position in its vicinity. Repeated attacks against it failed, until October 22nd, when it was captured after sanguinary fighting, by the 11th Infantry of the 5th Division. During the last phase of the Argonne-Meuse Battle the 5th Division advanced to Dun sur Meuse, where it built a bridge over the river in the face of intense machine-gun fire. The Meuse was crossed on November 9th, the heights to the east were immediately seized, which

permitted the 90th Division to cross the river at Sassey, unopposed. By Nov. 11th the 5th Division had reached Jametz and Louppy.

DIVISION COMMANDERS: Generals: J. E. McMahon (Apr. 9–Oct. 17/18); H. E. Ely (Oct. 18–Nov. 11/18).

TROOPS:

Infantry Regiments:
6th, 11th, 60th, 61st
Artillery Regiments:
19th, 20th, 21st
Machine Gun Battalions:
13th, 14th, 15th
Trench Mortar Battery:
5th
Field Signal Bn.:
9th
Engineer Troops:
7th Regiment
7th Train
Military Police:
5th Company
Divisional Trains:
5th Supply Train
5th Ammunition Train
5th Sanitary Train—
Medical troops:
17th, 25th, 29th, 30th Ambulance companies and Field Hospitals.

WINNERS OF THE MEDAL OF HONOR

Captain Edward C. Allworth, 60th Infantry.

On November 5, 1918, at Clery-Le-Petit, France, while his company was crossing the Meuse River and Canal, the bridge over the latter was destroyed by shell fire. Captain Allworth, calling to his men on the bank, plunged in and swam across the canal under a heavy fire, followed by his men. Inspiring his men by this act of gallantry, he led them up the steep slope to his hard pressed men who had previously crossed over. By his personal leadership, he forced the enemy back for nearly a mile, overcoming machine-gun nests and capturing more prisoners (100) than he had men. His exceptional courage and leadership made possible the reëstablishment of the bridge head over the canal and the successful advance of our troops.

1st Lieutenant Samuel Woodfill, 60th Infantry.

On October 12, 1918, at Cunel, France, when his company was held up by machine-gun fire, Lieutenant Woodfill, followed by two soldiers, went out ahead of his first line and worked his way to a position in rear of the machine-gun nest, leaving the two soldiers in front of it. When he got within 10 yards of the gun it ceased firing and 4 soldiers appeared, three of whom he killed. The fourth, an officer, rushed at Lieutenant Woodfill, who after a hand to hand fight killed him. Lieutenant Woodfill's company then advanced, but was soon held up again by a machine-gun nest. Calling upon his men to follow him, he rushed ahead of the line, in the face of a hail of machine-gun bullets, killed several of the enemy in the nest, silenced the machine-gun and captured 3 prisoners. A few minutes later he again charged a machine-gun position, killing 5 men in one pit with his rifle. He then drew his revolver and started to jump into the pit when two gunners only a few yards away turned their machine-gun on him. Failing to kill them with his revolver, he grabbed a pick lying nearby and killed both of them.

6TH DIVISION

Sight Seeing Division

(Regular Army)

INSIGNIA: The star has six points, thus indicating the number of the division.

ORGANIZED at Camp McClellan, Anniston, Alabama; trained at

Chickamauga Park, Georgia, and Camp Wadsworth, South Carolina.
ARRIVED IN FRANCE during May, June and July, 1918.
FIRST TRAINING AREA: Infantry, Château Villain; Artillery, Valdahon.
ACTIVITIES: Sept. 2–Oct. 12—Gerardmer Sector (Vosges Mountains); Nov. 2–11—Argonne-Meuse Battle (Army Reserve).
Days spent in quiet sector: 40; in active sector: None.
RESULTS: Made no advance against enemy; captured 12 prisoners.
Casualties: Killed, 97; wounded, 479.
Awards:

10 Distinguished Service Crosses
2 Croix de Guerre

REMARKS: Because of the serious lack of animals and motor vehicles, there were doubts on the part of the higher staffs as to whether or not the 6th Division could be utilized in the Argonne-Meuse Drive. With less than a quarter of the authorized number of animals and with very little motor transportation, the division demonstrated its training and soldierly qualities by plowing night and day through the Argonne mud, the men dragging by hand the machine-gun carts, leaving behind along the roads most of the rolling kitchens. Many of the men fed on roots or went without food, in order to get into the line. The Division was just about to enter the line when armistice negotiations began and the order to proceed to Verdun was received.

The Division was called "The Sight-Seeing Division" because it hiked so much, its hiking covering most of the northeastern part of France.
DIVISION COMMANDERS: Generals: J. B. Erwin (Nov. 1, 1917–July 31, 1918; W. H. Gordon (August 1 until return to U. S.).

TROOPS:

Infantry Regiments:
51st, 52nd, 53rd, 54th
Machine Gun Bns.:
16th, 17th, 18th
Artillery Regiments:
3rd, 11th, 78th
Trench Mortar Battery:
6th
Engineer Regiment:
318th
Field Signal Battalion:
6th
Medical:
20th, 37th, 38th, 40th Ambulance companies and Field Hospitals

7TH DIVISION

The Hour Glass Division

(Regular Army)

INSIGNIA: The insignia originated as a result of using two figures seven, one inverted and superimposed, which was later transformed into two triangles resembling an hour glass, from which the division derived its nickname. This design was first used for marking the baggage of the division before going over seas.
ORGANIZED and trained at Camp MacArthur, Waco, Texas, and Chickamauga Park, Georgia.
ARRIVED IN FRANCE, August, 1918.
FIRST TRAINING AREA: Infantry, Ancy le Franc; Artillery, Meucon.
ACTIVITIES: Oct. 10–Nov. 11—Puvenelle (Lorraine) Sector and Second Army Offensive.
Days spent in quiet sector, 31; in active sector, 2.

RESULTS: Advanced ¾ mile against resistance; captured 69 prisoners and 28 machine-guns, 3 pieces of artillery, 7 trench mortars.
Casualties: Killed, 302; wounded, 1,516.
Awards: 30 Distinguished Service Crosses.

REMARKS: While on the front only a comparatively short time, the division suffered some heavy casualties, particularly on the last three days before the armistice, when it was taking a leading part in the Second Army advance on Toul. Preny Ridge was one of the strongest points of the Hindenburg Line, and was almost impregnable. The ridge is about 1½ miles from the town of Villers sous Preny where there is a railroad tunnel which sheltered long range railroad guns, which could be quickly run out, be fired on Toul and other sensitive points and then protected by being run back into the tunnel. The Hindenburg Line was taken on Nov. 10th by part of the 3rd Battalion of the 56th Infantry, supported by the 55th Infantry, but owing to heavy enfilade machine-gun and artillery fire, the troops were soon ordered to drop back.

During most of its time on the front the division was supported by the 5th Field Artillery Brigade, belonging to the 5th Division, as the 7th Field Artillery Brigade was still in training. Its own artillery joined the division in February, 1919.

DIVISION COMMANDERS: Generals: C. H. Bartha (Organization to Oct. 24, 1918); L. Wahl (Oct. 24–27, 1918); E. Wittenmeyer (Oct. 27/18–Jan. 18/19); G. H. Preston (Jan. 18–22/19); E. Wittenmeyer (Jan. 22 to June 12/19, date of departure from France).

TROOPS:

Infantry Regiments:
34th, 55th, 56th, 64th.
Artillery Regiments:
8th, 79th, 80th
Machine Gun Bns.:
19th, 20th, 21st
Engineer Troops:
5th Regt.
7th Train
Trench Mortar Battery:
7th
Field Signal Battalion:
10th
Divisional Trains:
7th Hq. & Military Police
7th Supply
7th Ammunition
7th Sanitary
(22nd, 34th, 35th, 36th Ambulance companies and field hospitals)

26TH DIVISION

Yankee Division

(National Guard of the New England States)

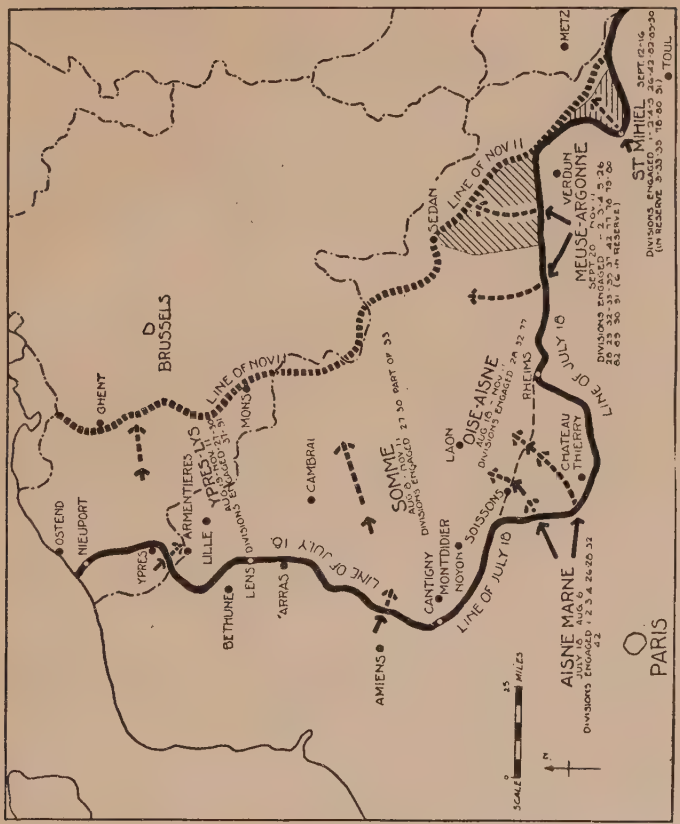
INSIGNIA: The initials YD are an abbreviation of the nickname of the division.

ORGANIZED August 22, 1917, with Division Headquarters at Boston, Mass. The organizations of the division never assembled in one camp before leaving the United States, but trained separately in the following places:

Boston, Mass.
Roxford, Mass.
Framingham, Mass.
New Haven, Conn.
Quonset Point, R. I.
Westfield, Mass.
Niantic, Conn.

ARRIVED IN FRANCE during September and October, 1917. Part of the division proceeded to France via Montreal and Liverpool.

FIRST TRAINING AREA: Infantry—Neufchateau; Artillery—Coetquidan.



Major Offensives in Which American Troops Engaged

ACTIVITIES: Feb. 10–Mch. 19—Chemin des Dames Sector (north of Soissons); Apr. 3–June 26—La Reine Sector (north of Toul); July 10–25—Pas Finis (Not Finished) Sector, northwest of Château-Thierry and Aisne-Marne Battle, during which the 26th captured Bouresches Station, Belleau, Torcy, Epieds, Trugny and Givry; Sept. 7–Oct. 7—St. Mihiel Battle and Rupt-Troyon Sector (north of St. Mihiel). During the St. Mihiel Battle the 26th Division captured Les Eparges, Dommatin, Hattonchatel and Herbeuville; Oct. 18–Nov. 11—Argonne-Meuse Battle (Neptune Sector), north of Verdun and east of the Meuse River, capturing Bois Belieu, Les Houppy Bois, Bois d'Ormont, Bois d'Etrayes (with the 79th Division), Haumont, Ville devant Chaumont, Hill 360 and Les Herbebois.

Days spent in quiet sector: 148; in active sector: 45.

RESULTS: Advanced 23½ miles against resistance; captured 3,148 prisoners, 31 pieces of artillery and 132 machine-guns.

Casualties: Killed, 2,168; wounded 13,000.

Awards:

2 Medals of Honor
252 Distinguished Service Crosses
2 Distinguished Service Medals
2 Legion d'Honneur (French)
789 Croix de Guerre (French)
8 Order of the Crown (Belgian)

REMARKS: The Yankee Division was the first to be organized as a division in the United States and transported complete to France. It was also the first National Guard Division to arrive in France, where after a short period of training in rear of the line, it was assigned to the famous Chemin des Dames sector for a period of battle or first line training with the French.

It was while the 26th Division was in the La Reine Sector that it (102nd Infantry) was successfully raided at Seicheprey. This was the first conflict in which American Troops operated independently against the enemy with support of American artillery.

While in the La Reine Sector the 104th Infantry repulsed a determined German attack on the Bois Brule near Apremont. It received a citation from the 32nd Army Corps (French) and had its colors decorated with the Croix de Guerre in recognition of its heroic conduct on this occasion. This was the first instance of an American regiment receiving such a decoration.

The 26th Division relieved the 2nd Division west of Château-Thierry, from which point it made during the Aisne-Marne Battle a splendid advance (10½ miles) to Epieds where it was relieved by our Rainbow (42nd) Division.

In the St. Mihiel Battle, it was the 26th Division that pushed forward on the left side of the salient and linked up, near Vigneulles, with the 1st Division coming from the south side, thus shutting off the last avenue of escape for the Germans.

The Yankee Division got into the Argonne-Meuse Battle on October 18th, attacking with the French and American Divisions, the carefully prepared positions east of the Meuse. The enemy realizing the importance of holding the high ground east of the river, from which he could fire against the flank and rear of our attack on the west side, had not failed to perfect his organization during the first phase of the battle, nor did he fail to hold on tenaciously during the second and third phases. The 26th Division drove forward during these attacks, capturing several stubbornly defended woods enumerated above under the heading activities, until the Cap de Bonne Espérance was reached on November 11th, when fighting ceased.

The enemy's opinion of the 26th Division is clearly expressed in the following extract from a captured confidential document of the XIX German Army:

> "The Twenty-Sixth American Division is a hard fighting division which has proven its qualities in battles on various parts of the front."

The following places will be interesting to those Americans from the New England States who are interested in seeing where the Division made history and suffered many casualties:

(a) NORTH OF SOISSONS:

1. Along the Chemin des Dames
2. Pinon Woods
3. Fort de Malmaison
4. Cheval Mort Hill
5. Rouge Maison (Cave)
6. Rochefort (Cave)
7. Quarries in Quinsy Woods

(b) Toul and Northwest of Toul:

1. Montsec
2. Bois Brule (Apremont Woods)
3. Seicheprey (Remiere & Jury Wood)
4. Dead Man's Curve

(c) Château-Thierry and Northwest of Château-Thierry:

1. Bois Belleau (Division relieved Marines here)
2. Town of Belleau
3. Epieds
4. Bouresches Station
5. Grand Rue Farm

(d) North of St. Mihiel:

1. Troyon-sur-Meuse
2. Rupt-en-Woevre
3. Crete Les Eparges
4. Hattonchatel

(e) Verdun and North of Verdun:

1. The Citadel (Division Headquarters for 2 weeks)
2. Bras (Division Headquarters along Meuse)
3. Cote de Talou.
4. Bois de la Reine.
5. Hill 360
6. Bois d'Etrayes
7. Cap de Bon Espérance
8. Bois Belieu
9. Bois d'Ormont
10. Bois d'Haumont

Division Commanders: Generals: C. R. Edwards (Aug. 22–Oct. 30/17 and Nov. 11/17–Oct. 24/18); P. E. Traub (Oct. 31–Nov. 11/17); E. E. Bamford (Oct. 24–Nov. 11/18).

TROOPS

U. S. A. DESIGNATION	NATIONAL GUARD UNITS	STATES
Divisional Headquarters Troop	Troop B, Cavalry	Massachusetts
101st Infantry	5th and 9th Infantry and detachment 6th Infantry	Massachusetts
102nd Infantry	1st and 2nd Infantry	Connecticut
	Detachment 1st Infantry	Vermont
	Detachment 6th Infantry	Massachusetts
103rd Infantry	2nd Infantry, detachment 8th Infantry	Massachusetts
	1st Infantry	New Hampshire
104th Infantry	2nd Infantry and detachments 6th and 8th Infantry	Massachusetts
101st Field Artillery	1st Field Artillery	Massachusetts
	Detachment Coast Artillery Corps	New England
102nd Field Artillery	2nd Field Artillery	Massachusetts
	Detachment Coast Artillery Corps	New England
103rd Field Artillery	Battery A, Field Artillery	New Hampshire
	Detachment Field Artillery	Rhode Island
	Detachment Field Artillery	Connecticut
	Detachment Cavalry	Rhode Island
	Detachment Coast Artillery Corps	New England
101st Machine Gun Battalion	Squadron Cavalry	Massachusetts
	Detachment 1st Infantry	Vermont
102nd Machine Gun Battalion	Squadron Cavalry	Connecticut
	Detachment 1st Infantry	Vermont
103rd Machine Gun Battalion	Detachment Cavalry	Rhode Island
	Machine Gun Troop Cavalry	New Hampshire
	Detachment 1st Infantry	Vermont
101st Trench Mortar Battery	Detachment 1st Field Artillery	Maine

101st Engineers	1st Engineers	Massachusetts
	Detachment 1st Field Artillery	Maine
	Detachment Coast Artillery Corps	New England
101st Field Signal Battalion	1st Signal Battalion	Massachusetts

DIVISIONAL TRAINS

101st Headquarters and Military Police	Detachment 6th Infantry	Massachusetts
101st Ammunition Train	Detachment 1st Infantry	Vermont
	Detachment Coast Artillery Corps	Massachusetts
101st Supply Train	Troop B, Cavalry	Rhode Island
	Detachments 6th and 8th Infantry	Massachusetts
101st Engineer Train	Detachment 6th Infantry	Massachusetts
101st Sanitary Train	1st and 2nd Ambulance Companies and Field Hospitals	Massachusetts
	1st Ambulance Company and Field Hospital	Connecticut
	1st Ambulance Company	Rhode Island
	1st Field Hospital	New Hampshire

Winners of the Medal of Honor

Private 1st Class George Dilboy, Company H, 103rd Infantry. (*Posthumous.*)

On July 18, 1918, near Belleau, France, after his platoon had gained its objective along a railroad embankment, Private Dilboy, accompanying his platoon leader to reconnoitre the ground beyond, was suddenly fired upon by a machine-gun at a distance of 100 yards. He opened fire and failing to silence the gun rushed forward towards it. Falling within 25 yards of the gun, his right leg nearly severed and with several bullet holes in his body, he continued to fire into the nest, killing 2 of the enemy and dispersing the rest of the crew.

Private 1st Class Michael J. Perkins, Company D, 101st Infantry. (*Posthumous.*)

On October 27, 1918, near Belieu Woods, northeast of Verdun, Private Perkins voluntarily and alone crawled to a German pill box (machine-gun emplacement) from which grenades were being thrown at his platoon. Awaiting his opportunity until the door of the pill box was opened and another grenade thrown, he threw a bomb inside, bursting the door open; then drawing his trench knife, rushed in and engaged in a hand to hand struggle, killing or wounding several of the occupants, capturing about 25 Germans and silencing 7 machine-guns.

27th DIVISION

The New York Division

(National Guard of New York)

Insignia: A monogram with the letters NY superimposed. The 7 stars represent the constellation Orion and were chosen in honor of Major General J. F. O'Ryan, who commanded the division during the last 7 years.

Organized and trained at Camp Wadsworth, Spartanburg, South Carolina.

Arrived in France during May, June and July, 1918.

First Training Area: Infantry—Abbeville (with British). Artillery—Souge. The artillery served first with the 33rd Division and later with the 79th, joining the 27th after the armistice.

Activities: July 9–17—Mont Kemmel, near Ypres (elements in line for training); July 19–Sept. 2—Dickebush sector, Belgium; on Aug. 31st attacked and captured Vierstraat Ridge, including the town of Vierstraat; Sept. 24–Oct. 2—Bony Sector, participating in the attack which, on Sept. 29th and 30th, broke the Hindenburg Line at the Canal Tunnel near Bellicourt; Oct. 11–19—St. Souplet, participating in the crossing of the Selle River (near St. Souplet) on Oct. 17th and in the attack on Jonc de Mer Ridge on Oct. 18th. Both were battle operations.

Days spent in quiet sector: None; in active sector: 57.

Results: Advanced 7 miles against resistance; captured 2,355 prisoners, 361 machine-guns, 36 minenwerfers, 11 anti-tank guns, 4 field pieces, 1 locomotive, 15 freight cars.

Casualties: Killed, 1,791; wounded, 9,427.

Remarks: This division deserves special mention. It was the only division which was commanded by a national guard officer during all of its service. It is possibly the oldest division in our service, having been organized in 1912 when it was designated as the 6th Division. It also had fewer regular Army officers with it than any other division.

This division on August 31st executed a very clever and successful attack against Vierstraat ridge which can be visited from Ypres.

The 27th and 30th Divisions constituted the 2nd American Corps and operated entirely with the British. This corps assisted after a terrific struggle, in breaking the Hindenburg Line on Sept. 29–30th at the point where the St. Quentin Canal goes into a tunnel between St. Quentin and Cambrai. This tunnel was the backbone of the Hindenburg Line. It will be years before Nature and man will be able to reclaim or change this bit of land to an extent that a visit to it will not still give an American a thrill.

During this attack the right of the 27th Division (108th Infantry) pushed through the Hindenburg Line with the 30th Division. The center and left of the 27th was held up at Bony from which point the line inclined to the rear connecting near the Knoll (a strong point) with a British Division that was unable to advance. While in this unfavorable position several counter-attacks from the left were repulsed. About 2,000 men of the 27th assisted an Australian division in the capture of Bony and the subsequent advance which outflanked the strong point holding up the British Division on the left. A more detailed description of the Hindenburg Line in this vicinity and of the sanguinary fighting which was necessary before it was broken can be found under the "Remarks" of the 30th Division.

After the Hindenburg Line was broken, the Germans retreated to the Selle River, which they prepared for defense. Here pursuing troops were stopped. Again the 27th and 30th Divisions were called upon and on the 11th of October the 27th Division took over about 12,000 yards of front west of the village of St. Souplet which was captured and mopped up.

On October 17th the battle was renewed on a big front, the 27th and 30th crossing the river behind a barrage and assaulting the heights on the other side, which they captured, killing a large number of the defenders. In this attack the 27th assaulted and captured the defenders of the position known as Bandival Farm and also captured and mopped up the town of Abre Guernon. For 3 days following this battle attacks were made until the enemy

was pushed back to the line of the Canal de la Sambre, when the 27th, greatly depleted in strength, was relieved.

The efficiency of this division is clearly reflected by the number of decorations that its members received:

6 Medals of Honor
139 Distinguished Service Crosses
8 Distinguished Service Medals
12 Military Crosses (British)
8 Distinguished Conduct Medals (British)
58 Military Medals (British)
1 Legion of Honor (French) (Commander)
1 Croix de Guerre, with Palm (French)
19 Croix de Guerre (French)
1 Order of Leopold (Belgian) (Commander)
1 Order of the Crown (Belgian)
1 Order of St. Michael and St. George (British)
1 Victorian Order (British)

DIVISION COMMANDER: General J. F. O'Ryan.

TROOPS

U. S. A. DESIGNATION	NATIONAL GUARD UNITS	STATE
Divisional Headquarters Troop	6th Division Headquarters Troop	New York
105th Infantry	2nd Infantry; detachments 12th and 71st Infantry	New York
106th Infantry	23rd Infantry; detachments 12th and 14th Infantry	New York
107th Infantry	7th Infantry; detachments 1st and 12th Infantry	New York
108th Infantry	3rd Infantry; detachments 12th and 74th Infantry	New York
104th Field Artillery	1st Field Artillery; detachment 12th Infantry	New York
105th Field Artillery	2nd Field Artillery; detachment 14th Infantry	New York
106th Field Artillery	3rd Field Artillery; detachments 1st, 71st & 74th Infantry	New York
104th Machine Gun Battalion	Detachment 1st Cavalry	New York
105th Machine Gun Battalion	Squadron A, Cavalry, detachment 1st Cavalry; Separate Machine gun troop Cavalry	New York
106th Machine Gun Battalion	Detachment 1st Cavalry	New York
102nd Trench Mortar Battery	Detachment 1st Cavalry	New York
102nd Engineers	22nd Engineers	New York
102nd Field Signal Battalion	1st Battalion Signal Corps	New York

DIVISIONAL TRAINS

102nd Headquarters and Military Police	Headquarters and Military Police	New York
102nd Ammunition Train	Ammunition Train; detachment 12th Infantry	New York
102nd Supply Train	Supply Train; detachment 12th Infantry	New York
102nd Engineer Train	Engineer Train	New York
102nd Sanitary Train	Sanitary Train	New York

WINNERS OF THE MEDAL OF HONOR

1st Lieutenant William B. Turner, Co. F, 105th Infantry. (Posthumous.)

On September 27, 1918, near Ronssoy, France, Lieutenant Turner led a small group of men to the attack, under a terrific artillery and machine-gun fire. Single-handed he rushed a machine-gun which was firing at his men and killed its crew. He then pressed forward to the next machine-gun 25 yards away and had killed its gunner by the time his men reached him. They disposed of the remaining Germans. With the utmost bravery he continued to lead his men over 3 lines of trenches, cleaning up each one as they advanced, regardless of the fact that he had been wounded 3 times. After his pistol ammunition was exhausted, he seized the rifle of a dead soldier, bayonetted several members of a machine-gun crew and shot the others. Upon reaching his objective, the fourth line of trenches, he captured it and with his 9 remaining men resisted a counter-attack until he was finally surrounded and killed. Home address: 25 Hinkley St., Boston, Mass.

Sergeant Allen L. Eggers, Machine Gun Company, 107th Infantry.

On September 20, 1918, near le Catelet, France, Sergeants Eggers and Latham and Corporal O'Shea becoming separated from their commands took cover in a shell hole. Upon hearing a call for help from a disabled American tank about 30 yards away, they rushed to it under heavy fire and rescued a wounded officer and 2 wounded soldiers whom they took to cover in a nearby trench, Corporal O'Shea being mortally wounded before they reached the tank. They then returned to the tank in the face of heavy fire, dismounted the Hotchkiss gun and returned to their wounded comrades in the trench where they successfully withstood the enemy until night when they returned to our lines with the wounded men and the gun.

Sergeant John G. Latham, Machine Gun Company, 107th Infantry.

Same as previous citation.

Corporal Thomas E. O'Shea, Machine Gun Company, 107th Infantry. (Posthumous.)

Same as previous citation.

Sergeant Reidar Walker, Company A, 105th Machine Gun Battalion.

On September 27, 1918, near Ronssoy, France, Sergeant Walker crawled forward in the face of heavy artillery and machine-gun fire to a burning British tank where some of the crew were imprisoned, and rescued 2 men. Although the tank was burning fiercely and contained ammunition likely to explode at any minute, he returned and entered the tank to satisfy himself that all the occupants were out.

Private 1st Class Frank Gaffney, Company G, 108th Infantry.

On September 28, 1918, near Ronssoy, France, Private Gaffney, an automatic rifleman, pushed forward alone after all the other members of his squad had been killed. Discovering the Germans setting up a machine-gun, he killed the crew, captured the gun, bombed several dugouts and after killing 4 more of the enemy with his pistol, held the position until reënforcements came up, when 80 prisoners were captured.

28TH DIVISION

Keystone Division

(National Guard of Pennsylvania)

INSIGNIA: The insignia is the keystone. Pennsylvania is often called the Keystone State. The division is sometimes referred to as the Iron Division.

ORGANIZED and trained at Camp Hancock, Augusta, Georgia.

ARRIVED IN FRANCE during May, 1918.

FIRST TRAINING AREA: Infantry—Nielles les Belquin with British; Artillery—Meucon.

ACTIVITIES: July 1–14—Marne Sector, first as Corps Reserve and on July 8th, the Infantry, operating under French Battalion commanders, entered the line along the Marne River and farther to the west; July 15–18—Champagne-Marne Battle (last German push), operating under the French. July 19–30—Aisne-Marne Battle. Engaged by detachments until July 28 when the division took over a sector on the Ourcq where it captured Fresnes, Courmont and Grimpette Woods. Aug. 6–Sept. 7—Oisne-Aisne Battle, capturing Fismette and Basliceux.[1]

Sept. 20–Oct. 8—Argonne-Meuse Battle in Boureilles Sector and west thereof. Captured Boureilles, Varennes, Mont Blainville, Apremont and Chatel Chehery.

Oct. 16–Nov. 11—Thiaucourt sector.

Days spent in quiet sector: 31; in active sector: 49.

RESULTS: Advanced 6¼ miles against resistance; captured 921 prisoners, 16 pieces of artillery and 63 machine-guns.

Casualties: Killed, 2,531; wounded, 13,746.

Awards: 1 Medal of Honor

58 Distinguished Service Crosses

REMARKS: The services of some of our divisions during the Aisne-Marne and the Oise-Aisne Battles have been overlooked or forgotten. During these battles the German Army had not lost its morale and the fighting was even more bitter than during the Argonne-Meuse Battle. It was during this period and after only one month of training that the 28th Division won its first spurs by forcing the Prussian Guard to give ground in Grimpette Woods, just north of the Ourcq River near Courmont.

These woods had been skillfully fortified. The attack of the one brigade of the 28th Division, assisted by the 32nd Division on the right and the 42nd Division on the left, was stubbornly resisted by the Prussian Guard for 3 days. However, after six attacks the woods were cleared, the enemy retreating.

In the Oise-Aisne Battle the 28th Division advanced from our line south of Fismes, crossed the Vesle and captured the heights south of the Aisne.

As a result of these operations the division was complimented in official orders by the French Corps and Army Commanders. It was also cited in our General Orders along with the 1st, 2nd, 3rd, 4th, 26th, 32nd and 42nd Divisions.

The division had an exceedingly difficult task during the first phase of the Argonne-Meuse Offensive, as its left flank rested on the eastern edge of the Argonne Forest, which with its innumerable number of stubbornly defended spurs, prevented the left of the

[1] The 32nd Division is credited with the capture of Fismes, which was turned over to the 28th Division, which mopped up the town. The 77th Division also had to eject some Germans from Fismes. Consequently all three divisions claim the capture of this town.

division from advancing as fast as its right. However, in spite of this hindrance and despite a decimating fire from the front and flank, it advanced from Boureilles to a point just south of Cornay.

The hardest fighting occurred in the Aire Valley from Boueilles to Chatel Chehery which is sacred ground to the 28th Division. This territory had been held by the enemy for four years and skillfully fortified and comfortable barracks and dug-outs constructed for living quarters. The division spent fourteen days in this sector and had the honor at Apremont of resisting two well-planned counter-attacks.

DIVISION COMMANDERS: Generals: H. C. Clement (Aug. 5–Dec. 11/17); Stillwell (Dec. 11–15/17); C. H. Muir (Dec. 15/17–Oct. 24/18); W. H. Hay (Oct. 25–Nov. 11/18).

TROOPS

U. S. A. DESIGNATION	NATIONAL GUARD UNITS	STATE
Divisional Hq. Troop	Division Headquarters Troop, 7th Division; Troop I, 1st Cavalry	Pennsylvania
109th Infantry	1st Infantry; Detachment 13th Infantry	Pennsylvania
110th Infantry	3rd and 10th Infantry	Pennsylvania
111th Infantry	Detachments 6th and 18th Infantry	Pennsylvania
112th Infantry	8th and 16th Infantry	Pennsylvania
107th Field Artillery	1st Field Artillery; detachment 1st Cavalry	Pennsylvania
108th Field Artillery	2nd Field Artillery; detachment 1st Cavalry	Pennsylvania
109th Field Artillery	3rd Field Artillery; detachment 1st Cavalry	Pennsylvania
107th Machine Gun Battalion	Detachment 4th Infantry	Pennsylvania
108th Machine Gun Battalion	Detachment 4th Infantry; Machine Gun Troop, 1st Cavalry	Pennsylvania
109th Machine Gun Battalion	Detachment 4th Infantry	Pennsylvania
103rd Trench Mortar Battery	Detachment 1st Cavalry	Pennsylvania
103rd Field Signal Battalion	1st Battalion, Signal Corps	Pennsylvania
103rd Engineers	1st Engineers; detachment 1st Cavalry	Pennsylvania

DIVISIONAL TRAINS

103rd Headquarters and Military Police	Headquarters and Military Police	Pennsylvania
103rd Ammunition Train	Ammunition Train	Pennsylvania
103rd Supply Train	Supply Train	Pennsylvania
103rd Engineer Train	Detachment 1st Engineers	Pennsylvania
103rd Sanitary Train	Sanitary Train	Pennsylvania

WINNER OF THE MEDAL OF HONOR

Sergeant James I. Mestrovitch, Co. C, 111th Infantry. (*Posthumous.*)

On August 10, 1918, at Fismette, France, Sergeant Mestrovitch, seeing his company commander lying wounded 30 yards in front of his company which had withdrawn to a sheltered position behind a stone-wall, voluntarily crawled through a heavy artillery and machine-gun

fire to the wounded officer, whom he carried back to a place of safety, where he administered first aid treatment. His exceptional heroism saved the officer's life.

29TH DIVISION

Blue and Gray Division

(National Guard of Maryland, New Jersey, Virginia and District of Columbia.)

INSIGNIA: Copied from the Korean symbol of good luck. The color scheme represents the union in arms of North and South.
ORGANIZED and trained at Camp McClellan, Anniston, Alabama.
ARRIVED IN FRANCE during June and July, 1918.
FIRST TRAINING AREA: Infantry—Prauthoy (Haute Marne); Artillery—Meucon.
ACTIVITIES: July 25–Sept. 22—Center Sector, Upper Alsace near Belfort; Oct. 8–28—Argonne-Meuse Battle, entering line north of Samogneux, east of the Meuse, capturing Haumont.
Days spent in quiet sector: 59; in active sector: 23.
RESULTS: Advanced 4⅜ miles against resistance; captured 2,187 prisoners, 21 pieces of artillery and 250 machine-guns.
Casualties: Killed, 940; wounded, 5,219.
Awards: 3 Medals of Honor
150 Distinguished Service Crosses

REMARKS: The 29th Division had a long stay in a so-called quiet sector in the Vosges Mountains near Belfort. The word quiet is misleading. No sector was quiet when the Americans were in it. While no large offensive was attempted during this period on the Belfort front, by either side, there was constant shelling and repeated raids by each side. A number of officers and men of this division received American and French decorations for heroic conduct and gallantry in action during the stay on this front.

The mountainous country around Belfort which is sacred to the men and friends of the Blue and Gray Division, is one of the prettiest in France. A visitor to this section should see the famous Château at Courcelles which is 1,000 years old and has belonged to one family for over 700 years.

During the first part of the Argonne-Meuse Battle when this division was the reserve of the 17th French Corps it was quartered in the famous Citadel at Verdun. No visit to Verdun would be complete without a visit to the Citadel, the great underground village that protected the defenders of this historical place.

The division participated with credit in the attacks during October against the strongly intrenched position of the Germans east of the Meuse. These attacks forced the enemy to relinquish his hold on the commanding hills and heights overlooking our operations west of the river. The enemy's plan of defense was largely based on holding Etrayes Ridge and the Consenvoye, Grande Montagne and Ormont Woods (10 miles north of Verdun) which, despite the fact that they bristled with machine-guns, were captured after sanguinary fighting by the men of the 26th, 29th, 33rd and 79th Divisions. The 26th Division assisted in the capture of Etrayes Ridge. The 29th Division's advance of 4½ miles broke through all the enemy's organized lines of resistance, including the Hindenburg Line.
DIVISION COMMANDER: General C. G. Morton (from organization until demobilization).

TROOPS

U. S. A. DESIGNATION	NATIONAL GUARD UNITS	STATES
Divisional Headquarters Troop	Detachment Cavalry	New Jersey
113th Infantry	1st, 2nd and 4th Infantry, less detachments	New Jersey
114th Infantry	3rd and 5th Infantry, less detachments	New Jersey
115th Infantry	1st, 4th and 5th Infantry, less detachments	Maryland
116th Infantry	2nd Infantry, detachments 1st and 4th Infantry	Virginia
110th Field Artillery	Detachment 5th Infantry and Field Artillery	Maryland
	Batteries A and B, Field Artillery, and 1st Squadron Cavalry	District of Columbia
	Detachment Signal Corps	Virginia
111th Field Artillery	1st Field Artillery; detachment 4th Infantry and Signal Corps	Virginia
112th Field Artillery	1st Field Artillery, less Battery F, detachment 1st Cavalry	New Jersey
	Detachment Signal Corps	Virginia
110th Machine Gun Battalion	Machine Gun Company, 5th Infantry	Maryland
	Machine Gun Company, 4th Infantry	New Jersey
	Machine Gun Company, 1st Infantry	Virginia
111th Machine Gun Battalion	Machine Gun Company, 4th Infantry, and Machine Gun Company and Co. I, 2nd Infantry	New Jersey
112th Machine Gun Battalion	Machine Gun Company, 4th Infantry, and detachment 1st Infantry	Maryland
	Detachment 4th Infantry	Virginia
104th Trench Mortar Battery	Battery F, 1st Field Artillery	New Jersey
104th Engineers	1st Battalion Engineers and detachments 1st, 2nd, 3rd, 4th and 5th Infantry	New Jersey
104th Field Signal Battalion	Companies A and C, Signal Corps	New Jersey
	Company B, Signal Corps	District of Columbia

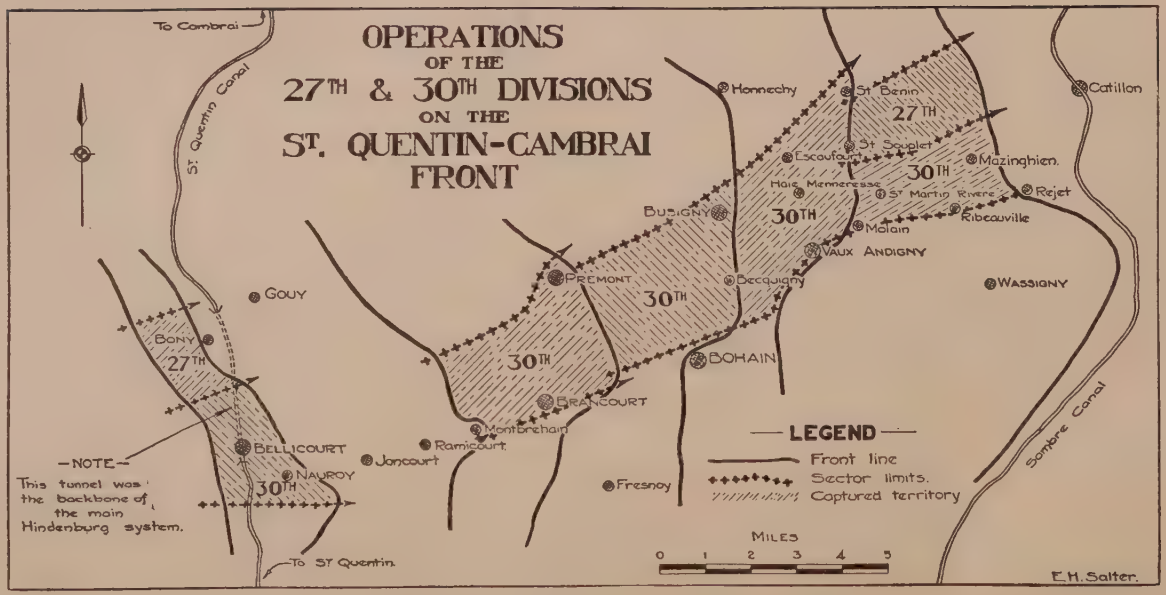
DIVISIONAL TRAINS

104th Headquarters and Military Police	Troops A and C, 1st Cavalry	New Jersey
	Troop A, Cavalry	Maryland
104th Ammunition Train	1st Squadron Cavalry	Virginia
104th Supply Train	Individual transfers	
104th Engineer Train	Individual transfers	
104th Sanitary Train	1st Ambulance Company and Field Hospital	Maryland
	1st Ambulance Company and Field Hospital	Virginia
	1st Field Hospital	New Jersey

Winners of the Medal of Honor

Sergeant Earl D. Gregory, Headquarters Company, 116th Infantry.

On October 8, 1918, at Bois de Consenvoye, France, north of Verdun, Sergeant Gregory seizing a rifle and a trench mortar shell which he


OPERATIONS
OF THE
27TH & 30TH DIVISIONS
ON THE
ST. QUENTIN-CAMBRAI
FRONT
To Cambrai
St Quentin Canal
Honnechy
St Benin
Catillon
27TH
Escaufourt
St Souplet
Mazinghien
30TH
Haie Menneresse
St Martin Rivière
Rejet
Busigny
30TH
Malain
Ribeauville
Vaux Andigny
Premont
Becquigny
Wassigny
Gouy
30TH
Bony
27TH
Bohain
30TH
Brancourt
Montbrehain
Bellicourt
Ramicourt
Joncourt
Nauroy
30TH
Fresnoy
Sambre Canal
—NOTE—
This tunnel was the backbone of the main Hindenburg system.
LEGEND
Front line
Sector limits.
Captured territory
MILES
0 1 2 3 4 5
To St Quentin.
E.H. Salter.

used as a hand grenade remarked, "I will get them," and started forward in advance of his detachment. He soon captured a machine-gun and 3 of the enemy. Advancing further he captured a 7.5 mountain howitzer and entering a dugout in its immediate vicinity he single handed captured 19 more of the enemy.

Private Henry G. Costin, Co. H, 115th Infantry. (Posthumous.)

On October 8, 1918, near Bois de Consenvoye, France, north of Verdun, when his platoon was stopped by machine-gun fire and a call was made for an automatic rifle team to charge the nest, Private Costin was the first to volunteer, and advancing with his team under terrific artillery, rifle, and trench mortar fire, he continued after all his men had been killed or wounded and he himself seriously wounded. He operated his automatic rifle until he collapsed. His act resulted in the capture of 100 prisoners and several machine-guns. He died from the wounds received during this heroic act.

2nd Lieutenant Patrick Regan, 115th Infantry.

On October 8, 1918, at the Bois de Consenvoye, France, north of Verdun, Lieutenant Regan was ordered to overcome a strong machine-gun nest which was holding up the advance of two companies. He divided his men into 3 groups sending 1 group to each flank while he himself attacked from the front with an automatic rifle team. Two of his men were killed outright. Lieutenant Regan and the remaining man were seriously wounded, the latter being unable to advance. Although severely wounded, Lieutenant Regan dashed with empty pistol into the nest, capturing 30 Austrians and 4 machine-guns. Despite his wounds he continued to lead his platoon forward until ordered to the rear by his company commander.

30TH DIVISION

Old Hickory Division

(National Guard of North Carolina, South Carolina, and Tennessee)

INSIGNIA: Letter "O" surrounding letter "H," inside the cross bar of which are three "X's" (Roman numerals for 30). The design is a tribute to Andrew Jackson (Old Hickory), who was born near the State line dividing North and South Carolina—with the result that both States claim him—and he lived a large part of his life in Tennessee. This insignia was painted on the division wagons long before it was adopted as a shoulder insignia.

ORGANIZED and trained at Camp Sevier, Greenville, South Carolina.

ARRIVED IN FRANCE during May and June, 1918.

FIRST TRAINING AREAS: Infantry, Eperlecques (Pas-de-Calais), with British; Artillery, Coetquidan.

ACTIVITIES: July 16–Sept. 2; Canal Sector from Ypres to Voormezeele (until August 17th, brigaded with British in this sector). On August 31st and September 1st engaged in an attack against Mt. Kemmel, capturing the city of Voormezeele; Sept. 24–Oct. 1—Beaurevoir Sector. During this time it broke the Hindenburg Line and captured Bellicourt and Nauroy; Oct. 5–11—Montbrehain (battle operation), attacking on four successive days and advancing 17,600 yards, capturing Brancourt le Grand, Premont, Busigny, Vaux-Andigny, Escaufourt, St. Benin and St. Souplet; Oct. 17–19—Battle of La Selle River, capturing St. Martin-Reviere, Molain, Ribeauville and Mazinghien.

Days spent in quiet sector: None; in active sector: 56.

RESULTS: Advanced 18⅞ miles against resistance; captured 3,848

prisoners, 81 pieces of artillery, 426 machine-guns, 26 trench mortars and 1,792 rifles.
Casualties: Killed, 1,652; wounded 9,429.
Awards: 12 Medals of Honor

177 Distinguished Service Crosses

Remarks: The 30th Division might almost be called a Pure American Division as over 95 per cent. of its personnel was of American-born parentage, which was a higher percentage than any other division had.

The entire fighting service of this division was with the British which had resulted in its wonderful record being appreciated probably more in England than in the United States.

This division, assisted by the 46th British and 27th American Divisions, had the unique distinction, on September 29, 1918, of breaking, on the British front, the Hindenburg Line which extended across France and had been constructed at enormous cost in labor and material. The German General Staff had, while holding a line nearer Paris, carefully selected the location of this line and leisurely set about strengthening it with every device learned by a military people during a long war. As a penetration between Cambrai and St. Quentin would flank these two important cities, the line in this vicinity was so strengthened that the Germans felt sure it could not be broken. A canal connecting St. Quentin and Cambrai was the backbone of the system.

The 30th made its attack between St. Quentin and Cambrai, centering where the canal goes underground for 3 miles (Bellicourt to Bony). All approaches lay open to a killing fire from hidden machine-guns, many of which were in concrete emplacements, connected by underground passageways with the tunnel in which an entire division lived. Spacious dugouts, electric lighted, lined the sides of the canal which indeed was the main trunk of a subterranean system to every headquarters, to nearby towns, and to the veritable network of trenches above, by means of numerous exits. Troops could remain in this tunnel with absolute safety until the barrage had passed and the attackers were approaching the line, when every trench and machine-gun nest could be quickly reached. No wonder the Germans thought it impregnable—yet the 30th Division plowed right through, advancing 3 miles and capturing 47 officers, 1,434 men and the entire Hindenburg system, tunnel and all. No visit to France will be complete without seeing this spot where a deadlock of three and a half years was broken.

Marshal Haig's farewell address to the 27th and 30th Divisions read in part as follows:

"On the 29th of September you participated with distinction in a great and critical attack which shattered the enemy's resistance on the Hindenburg Line and which opened the road to final victory.

"The deeds of the 27th and 30th American Divisions, which took Bellicourt and Nauroy and gallantly sustained the desperate struggle for Bony, will rank with the highest achievements of the war.

"The names of Brancourt, Premont, Busigny, Vaux-Andigny, St. Souplet and Wassigny will testify to the dash and energy of your attack. I am proud to have had you in my command."

The division proved to be a willing horse; relieved from the line on October 1st, it was in again October 5th, and in an attack on four successive days, 8, 9, 10 and 11, advanced 17,600 yards, capturing 45 officers and 1,889 men. On October 17 it was again back in the line, participating in the attack which forced a crossing of the La Selle River.

The Divisional artillery was not present during these operations on the British front. It was with the American Army and participated in the St. Mihiel and Argonne-Meuse Battles.

The Division has the high distinction of receiving 12 Medals of Honor which is more than any other divisions received.

DIVISION COMMANDERS: Generals:[1] J. F. Morrison (Oct.1–Nov. 20/17); C. P. Townsley (Nov. 20–Dec. 17/17); G. W. Read (Apr. 27–Aug. 10/18); E. M. Lewis (Aug. 10–Nov. 11/18.

TROOPS

U. S. A. DESIGNATION	NATIONAL GUARD UNITS	STATES
Division Hq. Troop	Troop A, Cavalry	South Carolina
117th Infantry	3rd Infantry	Tennessee
118th Infantry	1st Infantry; 2nd Infantry	South Carolina
	Detachments from 2nd and 3rd Battalions, 1st Infantry	North Carolina
119th Infantry	2nd Infantry and detachments from 1st Infantry	North Carolina
	Detachments from 2nd Infantry	Tennessee
120th Infantry	3rd Infantry; detachments from 1st Infantry	North Carolina
	Detachments from 2nd Infantry	Tennessee
113th Field Artillery	1st Field Artillery; detachment from 1st Infantry	North Carolina
114th Field Artillery	1st Field Artillery	Tennessee
	2nd Battalion, 1st Infantry	North Carolina
115th Field Artillery	1st Infantry, less Machine Gun Company; 2nd Battalion, 2nd Infantry	Tennessee
	Detachment from 1st Infantry	North Carolina
113th Machine Gun Battalion	Machine Gun companies from 1st and 2nd Infantry	Tennessee
	Machine Gun Company, 1st Infantry	North Carolina
	Machine Gun Company, 2nd Infantry	South Carolina
114th Machine Gun Battalion	Troops A, B and C, 1st Squadron Cavalry	Tennessee
115th Machine Gun Battalion	Machine Gun Troop, Cavalry; Troops B and C, 1st Squadron Cavalry; detachment from 2nd Infantry	North Carolina
105th Trench Mortar Battery	Troop D, Cavalry	Tennessee
105th Engineers	Companies A, B and C, Engineers; detachments from 1st Infantry	North Carolina
105th Field Signal Battalion	Co. A, Signal Corps (as nucleus)	North Carolina

DIVISIONAL TRAINS

105th Headquarters and Military Police	Troops A and D, 1st Cavalry	North Carolina
	Detachment, 2nd Infantry	South Carolina
105th Ammunition Train	1st and 2nd Battalions, 2nd Infantry	South Carolina
	Detachment from 1st Infantry	North Carolina

[1] Brigadier General S. L. Faison commanded the 60th Infantry Brigade, of the Division. He was in temporary command of the division during most of the period from September, 1917, to July, 1918, owing to the absence of Generals Morrison, Townsley and Read.

105th Supply Train	Supply Train	North Carolina
	Supply Company, 2nd Infantry	South Carolina
105th Engineer Train	Company A, 1st Infantry	North Carolina
105th Sanitary Train	1st Ambulance Company and Field Hospital	North Carolina
	1st Field Hospital	Tennessee
	1st Field Hospital	South Carolina

Winners of the Medal of Honor

Corporal James D. Heriot, 118th Infantry. (*Posthumous.*)

On October 2, 1918, at Vaux-Andigny, France, Corporal Heriot, with 4 men attacked a machine-gun nest holding up his company. In the advance 2 of his men were killed and the other 2 sought cover. Unmindful of the danger, Corporal Heriot, with bayonet fixed, alone charged the machine-gun, making his way through the fire for 30 yards and forced the enemy to surrender. During the exploit he received several wounds and later in the day while charging another nest was killed.

Private Robert L. Blackwell, Co. K, 119th Infantry. (*Posthumous.*)

On October 11, 1918, near St. Souplet, France, Private Blackwell's platoon was nearly surrounded by the enemy. Upon a request by the platoon leader for volunteers to carry a message asking reënforcements, this soldier although knowing the extreme danger connected with the mission stepped forward. In attempting to get through the heavy artillery and machine-gun fire he was killed.

1st Lieutenant James C. Dozier, Co. G, 118th Infantry.

On October 8, 1918, near Montrehain, France, Lieutenant Dozier, after being wounded in the shoulder in the early part of the attack, continued to lead his men forward. When his command was held up by a heavy machine gun fire, he directed his men to take cover, and with one soldier advanced on the machine-gun nest. Creeping up to it in the face of intense fire he killed the entire crew and later captured a number of Germans who had taken refuge in a nearby dugout.

Sergeant Garey E. Foster, Co. F, 118th Infantry.

On October 8, 1918, near Montrehain, France, when his company was held up by violent machine-gun fire, Sergeant Foster went forward with an officer who was soon wounded. Sergeant Foster continued on alone in the face of a heavy fire and killed several of the enemy and captured 18.

Sergeant Richmond H. Hilton, Co. M, 118th Infantry.

On October 11, 1918, at Brancourt, France, when his company, advancing through the village was held up by enfilading fire from a machine-gun, Sergeant Hilton, followed by 2 soldiers, pressed on to the machine-gun nest, killing 6 of the enemy and capturing 10. In the course of this daring exploit he received a wound from a bursting shell which resulted in the loss of an arm.

Corporal John G. Villepique, Co. M, 118th Infantry.

On October 15, 1918, at Vaux-Andigny, France, Corporal Villepique, with 2 other men, was sent out to scout through the village. He encountered machine-gun fire that killed one of his men and wounded the other. Continuing his advance in the face of artillery and machine-gun fire, he encountered 4 of the enemy in a dugout

whom he attacked with a hand grenade and killed. He then crawled forward 150 yards and rushed a machine-gun nest, killing 4 and capturing 6 of the enemy and 2 machine-guns.

Sergeant James E. Karnes, Co. D, 117th Infantry.

On October 8, 1918, near Estrees, France, Sergeant Karnes' company was held up during an advance by a machine-gun which was enfilading the line. Accompanied by another soldier, he advanced against the position and succeeded in killing and capturing 7 of the enemy and their guns.

Sergeant Edward R. Talley, Co. L, 117th Infantry.

On October 7, 1918, near Ponchaux, France, Sergeant Talley, undeterred by seeing several comrades killed in attempting to put a hostile machine-gun nest out of action, attacked the position single handed. Armed with only a rifle, he rushed the nest in the face of an intense fire, killed or wounded 6 of the crew and silenced the gun. When the enemy attempted to bring forward another gun he drove them back with rifle fire.

Sergeant Thomas L. Hall, Co. G, 118th Infantry. (*Posthumous.*)

On October 8, 1918, near Montrehain, France, Sergeant Hall's platoon, having overcome 2 machine-gun nests through his skillful leadership, was stopped 800 yards from its final objective by an extremely heavy machine-gun fire. Ordering his men to take cover, Sergeant Hall advanced alone and killed 5 members of the machine-gun crew with his bayonet and thereby made possible the advance of his platoon. Later in the day while attacking another machine-gun nest he was mortally wounded.

Sergeant Joseph B. Adkinson, Co. C, 119th Infantry.

On September 29, 1918, near Bellicourt, France, Sergeant Adkinson's platoon was stopped by a murderous machine-gun fire at a range of 50 yards. Ordering his men to take cover he rushed across the 50 yards of open ground directly in face of the hostile machine-gun, kicked it off the parapet and at the point of the bayonet captured the 3 men mounting the gun.

1st Sergeant Milo Lemmert, Co. M, 119th Infantry. (*Posthumous.*)

On September 29, 1918, near Bellicourt, France, 1st Sergeant Lemmert, seeing the machine-gun nest that was holding up the advance of his company, rushed it singlehanded and in the face of heavy fire killed the entire crew and continued along the enemy trench until he reached another machine-gun nest which he also charged, silencing the gun with grenades. A third machine-gun opened fire upon him and with similar skill and bravery he destroyed it. Later, in company with another sergeant, he attacked a fourth machine-gun nest, and was killed as he reached the parapet.

Private Calvin J. Ward, Co. D, 117th Infantry.

On October 8, 1918, near Estrees, France, Private Ward's company during an advance was held up by a machine-gun which was enfilading the line. Accompanied by a noncommissioned officer, he advanced against this post and succeeded in reducing the nest by killing 3 and capturing 7 of the enemy and their guns.

31st DIVISION

Dixie Division

(National Guard of Georgia, Alabama, and Florida)

INSIGNIA: The letters "DD" stand for the nickname "Dixie Division" which was suggested by the late Colonel August P. Gardner, Division Adjutant, who, as a member of Congress from Massachusetts, ardently advocated "Preparedness," and who died while serving with the division at Camp Wheeler.

ORGANIZED and trained at Camp Wheeler, Macon, Georgia.

ARRIVED IN FRANCE during October and November, 1918, and was ordered to Le Mans where it became a replacement division.

DIVISION COMMANDERS: Generals: F. J. Kernan (Aug. 25–Sept. 18/17); J. L. Hayden (Sept. 19/17–Mch. 5/18); F. H. French Mch. 15–May 15/18); L. S. Lyon (May 16–Nov. 11/18).

TROOPS

U. S. A. DESIGNATION	NATIONAL GUARD UNITS	STATES
Division Hq. Troop	Troop A, Cavalry	Georgia
121st Infantry	2nd Infantry; Separate Companies F, H, I, Infantry	Georgia
122nd Infantry	5th Infantry	Georgia
	Detachment 1st Infantry	Florida
123rd Infantry	1st Infantry	Alabama
124th Infantry	2nd Infantry; detachment 1st Infantry	Florida
116th Field Artillery	Battalion Field Artillery	Georgia
	Detachment 1st Infantry	Florida
	1st Cavalry and 2nd Infantry Band	Alabama
117th Field Artillery	Battery Field Artillery	Georgia
	1st Cavalry Troops, B, C, E, F, K	Alabama
	Detachment 1st Infantry	Florida
118th Field Artillery	Detachment 1st Infantry	Georgia
	Detachment 1st Infantry	Florida
116th Machine Gun Battalion	Machine Gun Company, 2nd Infantry	Alabama
	Machine Gun Company, 1st Infantry	Florida
	Detachment 1st Infantry	Georgia
117th Machine Gun Battalion	Machine Gun Company and Companies B and F, 1st Infantry	Georgia
	Detachment 1st Infantry	Florida
118th Machine Gun Battalion	Individual Transfers	
106th Trench Mortar Battery	Troop M, 1st Cavalry	Alabama
106th Engineers	Co. A, Engineers	Georgia
	Detachment 1st Infantry	Florida
106th Field Signal Battalion	Co. A, Signal Corps	Alabama
	Troops B and K, 1st Cavalry	Georgia

DIVISIONAL TRAINS

106th Headquarters and Military Police	Headquarters Company, 2nd Infantry	Alabama
	Detachment 1st Cavalry	Georgia
106th Ammunition Train	Detachment 2nd Infantry	Alabama
106th Supply Train	Detachment 2nd Infantry	Alabama
106th Engineers Train	Individual Transfers	

106th Sanitary Train.....Ambulance Company and Field Hospital.....Alabama
Field Hospital.....Georgia
Field Hospital.....Florida

32ND DIVISION

The Terribles

(National Guard of Wisconsin and Michigan)

INSIGNIA: The men of this division claim that the red arrow was adopted as the shoulder insignia because the division shot through every line that the Boche put in front of it.

ORGANIZED and trained at Camp MacArthur, Waco, Texas.

ARRIVED IN FRANCE during February and March, 1918. The first casualties were suffered on February 5th, when 15 men of the 107th Sanitary Train were lost with the *Tuscania* which was torpedoed and sunk.

FIRST TRAINING AREA: Infantry—Prauthoy; Artillery—Coetquidan.

ACTIVITIES: May 27–July 19—La Chappelle Sector (near Belfort); July 30–Aug. 6—Aisne-Marne Battle—relieved the 3rd and part of the 28th Divisions south of Roncheres Woods and in the attack that followed captured Cierges, Coulonges, Cohan, St. Gilles, Ville-Savoye, and Fismes. Aug. 27–Sept. 1—Oise-Marne Battle, Soissons front, capturing Juvigny after severe fighting, on Aug. 30th; Sept. 30–Oct. 20—Argonne-Meuse Battle—entered line south of Cierges, capturing that town as well as Gesnes and Romagne; Nov. 6–11—Argonne-Meuse Battle, east of the Meuse and north of Peuvillers. After Nov. 11—Army of occupation with headquarters at Rengsdorf.

Days spent in quiet sector: 60; in active sector: 35.

RESULTS: Advanced 22½ miles against resistance; captured 2,153 prisoners, 21 pieces of artillery, 200 machine-guns and 2,000 rifles. Casualties: Killed, 2,898; wounded, 10,986.

Awards: 134 Distinguished Service Crosses.

REMARKS: The 32nd Division, upon arriving in France was designated as a replacement division. However, the situation by May, after the first two German offensives of 1919, was so acute and troops were so badly needed that the 32nd was designated as a combat Division "temporarily." It made such an excellent record that the word "temporarily" was soon forgotten.

In the Aisne-Marne Battle the 32nd entered the line on the right of the 28th and 42nd Divisions and south of Roncheres Woods. These divisions were confronted by the 4th Prussian Guards commanded by the Kaiser's son Prince Eitel Friedrich, who had orders to hold his position south of the Ourcq. While the attack of the 32nd Division was not as spectacular as that of the 42nd at Croix Rouge Farm, it broke the resistance of the famous 4th Prussian Guard in its front and after severe fighting, it drove the enemy back to the heights north of the Vesle making a total advance of 9 miles. The 32nd lost in killed and wounded 3,547 officers and men but its burial squads buried more Germans than it had killed and missing.

The division was withdrawn from the Aisne-Marne Battle on August 6th and 21 days later it entered the Oise-Aisne Battle with the French in an attack against the strong German position on the Juvigny plateau north of Soissons. The purpose of the attack at this point was to outflank the German line on the Chemin des Dames. The 32nd Division, after sanguinary fighting, cap-

tured Juvigny, 937 prisoners, 4 guns, 16 trench mortars, 112 machine guns and 700 rifles. On this occasion a French officer witnessing the fighting of this division referred to them as "The Terribles," hence the nickname. Juvigny can be easily visited from Soissons.

In the Argonne-Meuse Battle the 32nd entered the line south of Cierges and in a series of attacks covering 19 days broke the Hindenburg Line, advancing 5½ miles. Every foot of the ground during these 19 days was contested. In going from Cierges to Romagne sous Montfaucon you can see the country over which the 1st, 3rd and 32nd Divisions fought and upon reaching the latter place you will then be prepared to understand why our largest cemetery was located there.

The 32nd Division entered the line (Argonne-Meuse Battle) again on Nov. 6th, east of the Meuse, and by Nov. 11th had advanced to the center of the Bois de Jametz.

In recognition of its splendid service, the division was assigned to the Army of Occupation taking station across the Rhine with the 1st and 2nd Divisions. Thus it may be said that the 32nd fought its way forward from a replacement depot in the Service of Supplies to the very rim of our bridgehead north of Coblence. Ex-President Roosevelt paid this division the following tribute:

"Sept. 13, 1918.

"My dear General Haan:

"I most heartily congratulate you, my dear Sir, on the great work of your division.

"By George, your men have hit hard! Will you thank the division for me?

"Faithfully yours,
"THEODORE ROOSEVELT."

DIVISION COMMANDERS: Generals: J. Parker (Aug. 26–Sept. 17/17); W. G. Haan (Sept. 18/17–Nov. 19/18); Wm. Lassiter (Nov. 19/18 until demobilization).

TROOPS

U. S. A. DESIGNATION	NATIONAL GUARD UNITS	STATES
Divisional Headquarters	Detachment 6th Infantry	Wisconsin
Troop	Detachment 1st Cavalry	Michigan
125th Infantry	Detachments 31st and 33rd Infantry	Michigan
126th Infantry	Detachments 31st and 32nd Infantry	Michigan
127th Infantry	Detachments 1st, 2nd, 3rd, 4th, 5th and 6th Infantry	Wisconsin
128th Infantry	Detachments 1st, 2nd, 3rd, 4th, 5th and 6th Infantry	Wisconsin
119th Field Artillery	Detachments 31st, 32nd, 33rd Infantry, 1st Cavalry, 1st Battalion Field Artillery	Michigan
120th Field Artillery	1st Cavalry; detachment 2nd Infantry	Wisconsin
121st Field Artillery	Detachments 4th, 5th and 6th Infantry, 1st Field Artillery and Field Hospital No. 2	Wisconsin
119th Machine Gun Battalion	Detachments 4th, 5th and 6th Infantry	Wisconsin
120th Machine Gun Battalion	Detachments 31st and 33rd Infantry	Michigan

121st Machine Gun Battalion	Detachments 3rd and 5th Infantry	Wisconsin
107th Trench Mortar Battery	Detachment 4th Infantry	Wisconsin
107th Engineers	1st Battalion Engineers	Michigan
	1st Battalion Engineers and detachments 4th, 5th and 6th Infantry	Wisconsin
107th Field Signal Battalion	1st Battalion Signal Corps	Michigan
	1st Battalion Signal Corps	Wisconsin

DIVISIONAL TRAINS

107th Headquarters and Military Police	Detachments 4th and 6th Infantry	Wisconsin
107th Ammunition Train	Detachments 4th, 5th and 6th Infantry	Wisconsin
107th Engineer Train	Individual transfers	
107th Sanitary Train	1st Field Hospital and 2nd Ambulance Company	Michigan
	1st and 2nd Ambulance Companies and Field Hospitals and detachments 1st and 5th Infantry	Wisconsin

NOTE: The 147th Field Artillery, 41st Division, was attached to the 32nd Division during most of its fighting.

33RD DIVISION

Prairie Division

(National Guard of Illinois)

INSIGNIA: The cross long used to mark Government property was adopted because in the Philippines it had a terrifying effect on the natives. The color was adopted because the only paint available when the equipment was assembled and marked at Camp Logan, was yellow paint.

ORGANIZED and trained at Camp Logan, Houston, Texas.

ARRIVED IN FRANCE during May and June, 1918.

FIRST TRAINING AREA: Infantry—Huppy, near Abbéville (British front); Artillery—Valdahon.

ACTIVITIES: July 1–6—Amiens Sector under British. During this period of battle training, only part of the division went into the line at one time. On July 4th, four companies of the 33rd Division (2 from the 131st Infantry and 2 from the 132nd Infantry) participated with the Australians in the capture of Hamel. July 13–Aug. 15—In line by detachments with British near Amiens (Baizieux and Albert Sectors). During this period the 131st Infantry took part in the capture of Chipilly Ridge and Gressaire Woods on Aug. 9th. The towns Chipilly and Eitnehem were also captured during this attack which was part of the British Somme Battle. Sept. 9–Oct. 20—Cumières Sector (north of Verdun) and Argonne-Meuse Battle capturing Drillancourt, Forges, Guercourt, Brabant, Consenvoye and Sivry on the Meuse. Oct. 26–Nov. 11—Troyon Sector, northeast of St. Mihiel.

After November 11th the division occcupied the Saarburg area in Germany and later returned to Luxemburg.

Days spent in quiet sector: 32; in active sector: 27.

RESULTS: Advanced 22½ miles against resistance; captured 3,987

prisoners, 93 pieces of artillery, 414 machine-guns and 20 trench mortars.
Casualties: Killed, 1,002; wounded, 8,251.
Awards:

9 Medals of Honor
110 Distinguished Service Crosses
1 Distinguished Service Order (British)
5 Military Crosses (British)
5 Distinguished Conduct Medals (British)
41 Military Medals (British)
47 Croix de Guerre (French)
1 Order of Leopold (Belgian)

REMARKS: Four companies of the 33rd Division and an Australian brigade celebrated the 4th of July, 1918, in a truly American manner by capturing the strongly held village Hamel (12 miles east of Amiens) and a dominating ridge east of the town from which the enemy had good observation on our front line trenches. It was in violation of the orders of General Pershing that these American troops undergoing a period of training on that front, engaged in this attack. His orders on the subject were not received until after the attack was under way. However, nothing succeeds like success and the attack was so eminently successful and our men gave such a good account of themselves that on Aug. 9th, part of this division (131st Infantry) was again permitted to participate in the much larger attack against Chipilly Ridge and Gressaire Wood which were captured. These strongly fortified positions, which had resisted all previous attacks, dominated the British trenches in that Sector as well as making a passage of the Somme impossible. In this attack the 131st Infantry captured all of its objectives, including 24 guns, 1 aeroplane (in perfect condition), 75 machine-guns, 59 rifles and 700 prisoners.

Hamel, Chipilly Ridge and Gressaire Wood can be easily visited from Amiens, if one is interested in seeing the battlegrounds of this division.

In the first phase of the Argonne-Meuse Battle the 33rd Division was on the right of our line and just east of Dead Man's Hill. On the first day of the attack the 33rd took all of its objectives, including the strongly fortified Bois de Forges which can be seen in going from Verdun to Montfaucon. The division next constructed, while under shell fire, two bridges across the Meuse, one at Brabant and one at Consenvoye. Part of the division crossed to the east bank and in conjunction with the French, made an attack on October 8th, capturing the heights east of Sivry and advancing to the Villeneuve Farm by October 20th.

The Artillery of the 33rd Division did not serve with the division during the fighting, but supported the 1st and 89th Divisions in the St. Mihiel Battle and the 1st, 32nd, 89th and 91th Divisions in the Argonne-Meuse Battle.

DIVISION COMMANDER: General George Bell (Aug. 16/17 until demobilized).

TROOPS

U. S. A. DESIGNATION	NATIONAL GUARD UNITS	STATE
Divisional Headquarters Troop	Individual transfers	
129th Infantry	3rd Infantry; detachment 5th Infantry	Illinois

29TH DIVISION

30TH DIVISION

31ST, DIVISION

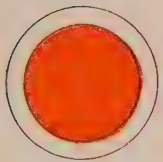
32D DIV

33D DIVISION

34TH DIVISION

35TH DIVISION

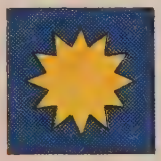
36TH DIVISION



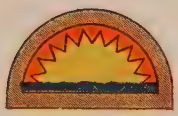
37TH DIVISION

38TH DIVISION

39TH DIVISION



40TH DIVISION



41ST DIVISION

42D DIVISION

76TH DIVISION

77TH DIVISION

130th Infantry	4th Infantry; detachment 5th Infantry	Illinois
131st Infantry	1st Infantry; detachment 7th Infantry	Illinois
132nd Infantry	2nd Infantry; detachment 7th Infantry	Illinois
122nd Field Artillery	2nd Field Artillery	Illinois
123rd Field Artillery	6th Infantry, less band	Illinois
124th Field Artillery	3rd Field Artillery	Illinois
122nd Machine Gun Battalion	Detachments 5th and 7th Infantry	Illinois
123rd Machine Gun Battalion	Detachment 5th Infantry	Illinois
124th Machine Gun Battalion	Detachment 5th Infantry	Illinois
108th Trench Mortar Battery	Detachment 6th Infantry	Illinois
108th Engineers	1st Engineers	Illinois
108th Field Signal Battalion	Company A, Signal Corps	Illinois

DIVISIONAL TRAINS

108th Headquarters and Military Police	Detachment 5th Infantry	Illinois
108th Ammunition Train	Detachment 5th and 7th Infantry	Illinois
108th Supply Train	Detachment 7th Infantry	Illinois
108th Engineer Train	Detachment 5th Infantry	Illinois
108th Sanitary Train	1st, 2nd, 3rd and 4th Ambulance Companies and Field Hospitals	Illinois

Winners of the Medal of Honor

Captain George H. Mallon, 132nd Infantry.

On September 26, 1918, in the Bois de Forges (nortwest of Verdun), France, Captain Mallon with 9 soldiers became separated from the rest of his company because of a heavy fog. With these 9 men he pushed forward and attacked 9 active machine-gun nests, capturing all of them without losing a man. Continuing through the woods he rushed and captured an entire battery of 155 millimeter howitzers in action and its crew. Later when he encountered 2 more machine-guns he sent men to each flank while he rushed forward directly in the face of the fire and silenced the guns, being the first one of the party to reach the nest. The exceptional gallantry and determination of this officer and his 9 men resulted in the capture of 100 prisoners, 11 machine-guns, four 155 millimeter howitzers and 1 anti-aircraft gun.

1st Sergeant Johannes S. Anderson, Co. B, 132nd Infantry.

On October 8, 1918, at Consenvoye, France, 1st Sergeant Anderson, while his company was being held up by intense artillery and machine-gun fire, voluntarily worked his way through an open area and under constant fire, to a position in rear of the nest which he not only silenced and captured, but returned with 23 prisoners.

1st Sergeant Sydney G. Gumpertz, Co. E, 132nd Infantry.

On September 26, 1918, in the Bois de Forges (northwest of Verdun), France, 1st Sergeant Gumpertz, with two men, advanced

through a heavy barrage toward a machine-gun nest which was holding up the advance of his company. His two companions were soon killed or wounded, but Sergeant Gumpertz continued to advance alone in the face of direct fire from the machine-guns, jumped into the nest, silenced the gun and captured 9 of the crew.

Sergeant Willie Sandlin, Co. A, 132nd Infantry.

On September 26, 1918, at Bois de Forges (northwest of Verdun), France, Sergeant Sandlin advanced alone on a machine-gun nest which was holding up the advance of his company. He killed the crew with a grenade and enabled the line to advance. Later in the day he attacked alone and put out of action 2 other machine-gun nests, setting a splendid example of bravery and coolness to his men.

Private Berger Loman, Co. H, 132nd Infantry.

On October 9, 1918, near Consenvoye, France, Private Loman voluntarily and unaided advanced on a machine-gun nest which had forced by direct fire the other men of the company to take cover, despite the fact that their objective was only 100 yards away. He crawled to a position on the flank of the nest and after killing or capturing the entire crew turned the machine-gun on the enemy.

Private Clayton K. Slack, Co. D, 124th Machine Gun Battalion.

On October 8, 1918, near Consenvoye, France (north of Verdun), Private Slack observing German soldiers under cover 50 yards away on the left flank, upon his own initiative, rushed them with his rifle and single-handed captured 10 prisoners and 2 machine-guns, thus saving his company and neighboring troops from heavy casualties.

Corporal Ralyn Hill. Co. H, 129th Infantry.

On October 7, 1918, near Dannevoux (northwest of Verdun), France, Corporal Hill seeing a French aeroplane fall on the enemy side of the Meuse, dashed across the foot bridge to the wounded aviator, whom he carried back to our lines. During the entire exploit he was subjected to murderous fire of enemy machine-guns and artillery for a distance of several hundred yards.

Corporal Jake Allex, Co. H, 131st Infantry.

On August 9, 1918, at Chipilly Ridge, France, during a critical time in an attack when all the company officers had either been killed or wounded, Corporal Allex took command of his platoon and led it forward until it was stopped by fire from a machine-gun nest. He then advanced alone for about 30 yards in the face of intense fire and with his bayonet killed 5 of the enemy and when the bayonet was broken he used the butt end of his rifle, capturing 15 prisoners.

Corporal Thomas A. Pope, Co. E, 131st Infantry.

On July 4, 1918, at Hamel, France, Corporal Pope's company while advancing behind tanks was halted by machine-gun fire. Going forward alone Corporal Pope rushed a machine-gun nest, killed several of the crew with his bayonet and standing astride of his captured gun held off the others until reënforcements arrived when the other nests were captured.

34TH DIVISION

Sandstorm Division

(National Guard of Nebraska, Iowa, South Dakota and Minnesota)

INSIGNIA: The black oval, encircling a red ox skull is a conventionalization of the Mexican olla or water flask, and the entire design is reminiscent of Camp Cody country in New Mexico.

ORGANIZED and trained at Camp Cody, Deming, New Mexico.
ARRIVED IN FRANCE during September and October, 1918, and was ordered to Le Mans where it was broken up.
DIVISION COMMANDERS: Generals: A. P. Blacksom (Sept. 18/17–May 7/18); W. R. Smith (Sept. 28–Oct. 10); B. B. Buck (Oct. 17–Nov. 6/18); J. A. Johnson (Nov. 7–11/18).

TROOPS

U. S. A. DESIGNATION	NATIONAL GUARD UNITS	STATES
Division Hq. Troop	Troop A, 1st Cavalry	Iowa
133rd Infantry	1st Infantry, 1st Cavalry, 3rd Battalion, 2nd Infantry	Iowa
	Machine Gun Company, 4th Infantry	Nebraska
134th Infantry	5th Infantry	Nebraska
135th Infantry	1st Infantry	Minnesota
136th Infantry	2nd Infantry	Minnesota
125th Field Artillery	3rd Infantry, less Machine Gun Company	Minnesota
126th Field Artillery	1st Field Artillery	Iowa
127th Field Artillery	4th Infantry	Nebraska
125th Machine Gun Battalion	Troop B, 1st Cavalry	Iowa
	Machine Gun Company, 3rd Infantry	Minnesota
	1st Battalion, 2nd Infantry	Iowa
126th Machine Gun Battalion	2nd Battalion, 2nd Infantry	Iowa
127th Machine Gun Battalion	2nd Squadron, 1st Cavalry	South Dakota
109th Trench Mortar Battery	Detachment, 2nd Infantry	Iowa
109th Engineers	1st Battalion Engineers; detachment, 2nd Infantry	Iowa
	Detachment, 6th Infantry	Nebraska
109th Field Signal Battalion	Co. C, Signal Corps	Iowa
	Co. B, Signal Corps	Nebraska

DIVISIONAL TRAINS

109th Headquarters and Military Police	Detachment, 6th Infantry	Nebraska
109th Ammunition Train	Ammunition Train; Troop D, 1st Cavalry	Iowa
109th Supply Train	Detachment, 6th Infantry	Nebraska
109th Engineer Train	Detachment, 6th Infantry	Nebraska
109th Sanitary Train	1st and 2nd Ambulance Companies and Field Hospitals	Iowa
	1st Ambulance Company and Field Hospital	Minnesota
	1st Field Hospital	North Dakota
	Company D, 6th Infantry	Nebraska

35TH DIVISION

Santa Fe Division

(National Guard of Missouri and Kansas)

INSIGNIA: The "Santa Fe" Cross was chosen because the old Santa Fe trail started westward from a point near the Missouri-Kansas line.

ORGANIZED and trained at Camp Doniphan, Fort Sill, Oklahoma.
ARRIVED IN FRANCE during May, 1918.
FIRST TRAINING AREA: Infantry—Eu, with British; Artillery—Coetquidan.
ACTIVITIES: June 30–Sept. 1—Gerardmer and De Galbert Sectors, Vosges Mountains; Sept. 11–15—St. Mihiel Battle as Army Reserve; Sept. 25–30—Argonne-Meuse Battle in Vauquois Sector, capturing Vauquois, Cheppy and Very; Oct. 12–Nov. 9—Sommedieue Sector (vicinity of Condé-en-Barrois).
Days spent in quiet sector: 92; in active sector: 5.
RESULTS: Advanced 7¾ miles against resistance; captured 781 prisoners, 24 pieces of artillery and 85 machine-guns.
Casualties: Killed, 960; wounded, 6,894.
Awards: 2 Medals of Honor
17 Distinguished Service Crosses

REMARKS: This division after making an advance of 7¾ miles during the first two days of the Argonne-Meuse Battle, came under very heavy frontal and flank fire with the result that it was forced back to a position near Very where it was relieved on September 30th by the 1st Division.
DIVISION COMMANDERS: Generals: W. M. Wright (Aug. 25/17–June 15/18); N. E. McClure (June 16–July 19/18); P. E. Traub (July 20–Dec. 26/18).

TROOPS

U. S. A. DESIGNATION	NATIONAL GUARD UNITS	STATES
Divisional Headquarters Troops	Troop A, 1st Cavalry	Kansas
137th Infantry	1st and 2nd Infantry	Kansas
138th Infantry	1st and 5th Infantry	Missouri
139th Infantry	3rd Infantry	Kansas
	4th Infantry, less band	Missouri
140th Infantry	3rd and 6th Infantry	Missouri
128th Field Artillery	1st Field Artillery	Missouri
129th Field Artillery	2nd Field Artillery; Troop B, Cavalry	Missouri
130th Field Artillery	1st Field Artillery	Kansas
128th Machine Gun Battalion	Detachment 2nd Infantry	Missouri
129th Machine Gun Battalion	Detachment 2nd Infantry	Missouri
130th Machine Gun Battalion	Detachment 2nd Infantry	Missouri
110th Trench Mortar Battery	Detachment 2nd Infantry	Missouri
110th Engineers	1st Battalion Engineers and Band, 1st Infantry	Kansas
	1st Battalion Engineers	Missouri
110th Field Signal Battalion	1st Battalion Signal Corps	Kansas

DIVISIONAL TRAINS

110th Headquarters and Military Police	Detachment 1st Cavalry	Kansas
110th Ammunition Train	National Army men	
110th Supply Train	Supply Train	Missouri
110th Engineer Train	Engineer Train	Kansas

110th Sanitary Train.....1st and 2nd Ambulance Companies and Field Hospitals.....Kansas
1st and 2nd Ambulance Companies and Field Hospitals.....Missouri

WINNERS OF THE MEDAL OF HONOR

Captain Alexander R. Skinkler, 138th Infantry. (*Posthumous.*)

On September 26, 1918, at Cheppy, France, Captain Skinker, unwilling to sacrifice his men when his company was held up by terrific machine-gun fire from an iron pill-box in the Hindenburg Line, personally led an automatic rifleman and carrier in an attack on the machine-gun. The carrier was killed instantly, but Captain Skinker seized the ammunition and continued through an opening in the barbed wire, feeding the gun until he too was killed.

Private Nels Wold, Co. I, 138th Infantry. (*Posthumous.*)

On September 26, 1918, near Cheppy, France, Private Wold aided in a most gallant way the advance of his company, which was held up by machine-gun nests. He advanced with one other soldier and silenced the guns, returning with 11 prisoners. Later during the same day he jumped from a trench and rescued a soldier who was about to be shot by a German officer, killing the officer. His actions were entirely voluntary and it was while attempting to rush the fifth machine-gun nest that he was killed.

36TH DIVISION

The Lone Star Division

(National Guard of Texas and Oklahoma)

INSIGNIA: The flint arrow-head represents Oklahoma and the "T" Texas.

ORGANIZED and trained at Camp Bowie, San Antonio, Texas.

ARRIVED IN FRANCE during July and August, 1918.

FIRST TRAINING AREA: Infantry—Bar-sur-Aube; Artillery—Coetquidan.

ACTIVITIES: Oct. 10–27—Blanc Mont Sector, east of Rheims, engaging in the Champagne Battle and capturing St. Etienne-a-Arnes (assisted by part of the 2nd Division), Machault, and Attigny. Days spent in quiet sector: None; in active sector: 18.

RESULTS: Advanced 15½ miles against resistance; captured 549 prisoners, 9 pieces of artillery and 294 machine-guns.

Casualties: Killed, 591; wounded, 2,119.

Awards: 2 Medals of Honor
24 Distinguished Service Crosses
129 Croix de Guerre.

REMARKS: The 36th Division has the unique distinction of participating at an important point in the World's greatest battle with no training in a quiet sector. While the Americans were attacking on the eastern side of the Argonne Forest, the French, with the assistance of our 2nd and 36th Divisions, were attacking from the Suippe River to the western edge of the Argonne Forest. The 36th Division, relieving the 2nd near St. Etienne-a-Arnes after its famous plunge through the German defenses on Blanc Mont Ridge, gave the enemy no rest, shoving him back to the Aisne river, a distance of 15½ miles. An unusual incident happened during the attacks on St. Etienne-a-Arnes. It was discovered that the Ger-

mans were listening in on our telephone lines. Whereupon Indians (graduates of Carlisle and Haskell) were used as telephone operators and directed to transmit all messages in their native language. The German "listening-in post" soon gave no more trouble. The driving of the enemy from his strong-hold on Blanc Mont Ridge and the subsequent advance of 15 miles by the 36th Divisions, with the French divisions on its right and left, forced the Germans to fall back from their positions near Rheims, from which a daily bombardment had been directed against that famous city for over 4 years.

DIVISION COMMANDERS: Generals: E. S. Greble (Aug. 23–Sept. 17/17 and Dec. 6/17–Aug. 2/18); W. R. Smith (Aug. 3/18 until demobilization).

TROOPS

U. S. A. DESIGNATION	NATIONAL GUARD UNITS	STATES
Divisional Headquarters Company	Headquarters Troop, 1st Cavalry	Texas
141st Infantry	1st and 2nd Infantry	Texas
142nd Infantry	7th Infantry	Texas
	1st Infantry	Oklahoma
143rd Infantry	3rd and 5th Infantry	Texas
144th Infantry	4th and 6th Infantry	Texas
131st Field Artillery	2nd Field Artillery	Texas
132nd Field Artillery	Detachment 1st Cavalry	Texas
133rd Field Artillery	1st Field Artillery	Texas
131st Machine Gun Battalion	Machine Gun Companies, 3rd and 4th Infantry	Texas
	Machine Gun Company, 1st Infantry	Oklahoma
132nd Machine Gun Battalion	Machine Gun Company, 1st Infantry	Texas
133rd Machine Gun Battalion	Detachment 1st Cavalry and 6th Infantry	Texas
111th Trench Mortar Battery	Detachment 1st Cavalry	Texas
111th Engineers	1st Battalion Engineers	Texas
	1st Battalion Engineers	Oklahoma
111th Field Signal Battalion	1st Battalion Signal Corps	Texas

DIVISIONAL TRAINS

111th Headquarters and Military Police	Headquarters and Military Police	Texas
111th Ammunition Train	1st Separate Squadron Cavalry	Oklahoma
111th Supply Train	Individual transfers	
111th Engineer Train	Transfers from 111th Engineers	
111th Sanitary Train	1st and 2nd Ambulance Companies and Field Hospitals	Texas
	1st Field Hospital	Oklahoma

WINNERS OF THE MEDAL OF HONOR

Sergeant Samuel M. Sampler, Company H, 142nd Infantry.

On October 8, 1918, near St. Etienne, France, Company H, of the 142nd Infantry, after suffering severe casualties was finally stopped by intense machine-gun fire. Sergeant Sampler, detecting the location of these machine-guns, picked up some German hand grenades and rushed forward in the face of intense fire until he was near the

nest when he grenaded the position. His 3rd grenade killed 2 Germans, silenced the machine-guns and caused the surrender of 28 Germans, thus permitting his company to resume the advance.

Corporal Harold L. Turner, Company F, 142nd Infantry.

On October 8, 1918, near St. Etienne, France, Corporal Turner organized a platoon consisting of battalion scouts, runners and a detachment of the Signal Corps and led it forward through a heavy enemy fire. Later he encountered deadly machine-gun fire which reduced the strength of his command to 4 men and these were obliged to seek shelter. Corporal Turner waited until the machine-gun shifted its fire when he, alone, rushed forward with fixed bayonet, capturing the position, 50 Germans and 4 machine-guns. The capture of this position enabled his company to advance.

37TH DIVISION

Buck Eye Division

(National Guard of Ohio)

INSIGNIA: The design was taken from the State flag of Ohio.
ORGANIZED and trained at Camp Sheridan, Montgomery, Alabama.
ARRIVED IN FRANCE during June and July, 1918.
FIRST TRAINING AREA: Infantry—Bourmont; Artillery—Souge.
ACTIVITIES: Aug. 4–Sept. 15—Baccarat Sector (Vosges Mountains); Sept. 25–Oct. 1—Argonne-Meuse Battle, capturing Ivoiry and the west half of Montfaucon; Oct. 7–16—Pannes Sector southwest of Metz: Oct. 30–Nov. 4—Lys Sector, Belgium, capturing Olsene, Cruyshauten, Waereghem, Mullem, Huysse and Eyne: Nov. 10–11—Syngem Sector, capturing Nederzwalm, Maylegem, Laethem, Dickele and Hundelgem.
Days spent in quiet sector: 50; in active sector: 11.
RESULTS: Advanced 19¼ miles against resistance; captured 1,500 prisoners, 33 pieces of artillery, 7 trench mortars and 261 machine-guns.

Casualties: Killed, 992; wounded, 4,931.

Awards: 25 Distinguished Service Crosses
150 Belgian War Crosses
229 French Medals of all degrees

REMARKS: This division scored its first casualties during the trip over when the S.S. *Victoria* carrying the 136th Field Artillery rammed and sunk a German submarine.

In the Argonne-Meuse Battle the 37th Division entered the line north of Avocourt with Montfaucon in front of its right flank. Montfaucon represented more than the commanding hill between the Meuse and the Argonne Forest; it represented 3 years of work by a skilled and trained army trying to render it impregnable. It represented the place from which the Crown Prince, protected by a cement tower which is still intact, had directed the stupendous attacks on Verdun. Yet the 37th Division captured the western half of the hill and town during the morning of the second day of the attack, while the 79th Division captured the eastern half. Go to Montfaucon, look west and you will see the country sacred to many homes in Ohio. After the reduction of Montfaucon, the 37th Division pushed on against stubborn resistance to Cierges, thus making a total advance of 5½ miles at a cost in killed, wounded and missing of 3,126 men; but capturing 1,120 prisoners, 23 guns and 250 machine-guns.

While we were driving on Sedan, the French and Belgians were

trying to pry the Germans loose from the English Channel. Two of our divisions, the 37th and 91st, were sent to their assistance, the 37th entering the line at Olsene, south of the Lys River, advanced to and crossed the Escault River west of Welden, a distance of 6½ miles. This advance was marked by heavy fighting on Cruyshauten Ridge, midway between the two rivers and during the crossing of the Escault river south of Huysse on a bridge which was constructed in the face of intense machine-gun and artillery fire.

The artillery of the 37th Division did not accompany the division to Belgium but remained engaged with the American Forces in the Argonne-Meuse Battle.

The division again entered the line on Nov. 10th, near Syngem, about 9 miles south of Ghent and west of the Escault River. A bridge was thrown across the Escault at Heuvel and during the night of Nov. 10th a sufficient number of troops crossed to the east bank to attack the enemy at daylight. This attack was pushed and vigorously resisted until 11 A. M. sharp, Nov. 11th, when suddenly a noise that had lasted for 4 years stopped. This battle field soon witnessed a new game. An American baseball rolled out from some secret nook and was soon being tossed around where three hours before no living thing could be exposed. Such is the temperament of the American soldier.

Detachments of the division participated in the triumphal entry of King Albert into Brussels and Aix-la-Chapelle.

DIVISION COMMANDERS: Generals: C. G. Treat (Aug./17–Apr. 24/18); C. S. Farnsworth (Apr. 25/18 until demobilization).

TROOPS

U. S. A. DESIGNATION	NATIONAL GUARD UNITS	STATE
Divisional Headquarters Troop	Divisional Headquarters Troop	Ohio
145th Infantry	5th Infantry and detachments 2nd and 7th Infantry	Ohio
146th Infantry	8th Infantry and detachments 1st and 2nd Infantry	Ohio
147th Infantry	6th Infantry and detachments 1st, 2nd and 7th Infantry	Ohio
148th Infantry	3rd Infantry and detachments 1st and 7th Infantry	Ohio
134th Field Artillery	1st Field Artillery, detachment 7th Infantry	Ohio
135th Field Artillery	2nd Field Artillery, less band; detachment 7th Infantry	Ohio
136th Field Artillery	3rd Field Artillery; detachments 7th Infantry	Ohio
134th Machine Gun Battalion	Detachment 10th Infantry	Ohio
135th Machine Gun Battalion	Detachment 10th Infantry	Ohio
136th Machine Gun Battalion	Detachments 1st and 10th Infantry	Ohio
112th Trench Mortar Battery	Detachment 10th Infantry	Ohio
112th Engineers	1st Engineers, detachments 7th Infantry and Engineer Train	Ohio
112th Field Signal Battalion	1st Battalion Signal Corps; detachment 7th Infantry	Ohio

DIVISIONAL TRAINS

112th Headquarters and Military Police	Headquarters and Military Police Train	Ohio
112th Ammunition Train	Ammunition Train and detachment 7th Infantry	Ohio
112th Engineer Train	Detachment Engineer Train	Ohio
112th Sanitary Train	Sanitary Train	Ohio

38TH DIVISION

Cyclone Division

(National Guard of Indiana, Kentucky and West Virginia)

INSIGNIA: The letters "CY" are an abbreviation of the word "Cyclone," the nickname of the division.
ORGANIZED and trained at Camp Shelby, Hattiesburg, Mississippi.
ARRIVED IN FRANCE: October, 1918, and was ordered to Le Mans where it was broken up and ceased to function as a combat division.
DIVISION COMMANDERS: Unassigned.

TROOPS

U. S. A. DESIGNATION	NATIONAL GUARD UNITS	STATES
Divisional Hq. Troop	Individual transfers	
149th Infantry	2nd Infantry; part of 3rd Infantry	Kentucky
150th Infantry	2nd Infantry; part of 1st Infantry	West Virginia
151st Infantry	1st Infantry; Troop A, 1st Cavalry	Indiana
152nd Infantry	2nd Infantry; Troops C and D, 1st Cavalry	Indiana
137th Field Artillery	3rd Infantry, less Machine Gun Company	Indiana
138th Field Artillery	1st Infantry	Kentucky
139th Field Artillery	4th Infantry; Troop B, Cavalry	Indiana
137th Machine Gun Battalion	1st Battalion and Machine Gun Company, 1st Infantry	West Virginia
138th Machine Gun Battalion	Detachment, 3rd Infantry; Machine Gun Company, 1st Infantry	Kentucky
139th Machine Gun Battalion	Detachment, 4th Infantry; Machine Gun Company, 3rd Infantry	Indiana
113th Trench Mortar Battery	Co. L, 1st Infantry	Kentucky
113th Engineers	Detachment 1st Infantry	West Virginia
	1st Separate Battalion Engineers	Indiana
	Company M, 3rd Infantry	Kentucky
113th Field Signal Battalion	1st Battalion Signal Corps	Indiana
	Company B, Signal Corps	Kentucky

DIVISIONAL TRAINS

113th Headquarters and Military Police	Individual transfers	
113th Ammunition Train	Detachment 1st Infantry	West Virginia
	Detachments 1st and 3rd Infantry	Kentucky
113th Supply Train	Individual transfers	
113th Engineer Train	Supply Company, 1st Infantry	West Virginia
113th Sanitary Train	1st, 2nd and 3rd Ambulance Companies and 1st and 2nd Field Hospitals	Indiana
	1st Ambulance Company and 1st and 2nd Field Hospitals	Kentucky

39TH DIVISION

The Bull's Eye Division

(National Guard of Arkansas, Mississippi, and Louisiana)

INSIGNIA: A "bull's eye" on a khaki square.
ORGANIZED and trained at Camp Beauregard, Alexandria, Louisiana.
ARRIVED IN FRANCE during August and September, 1918, and was ordered to St. Florent where it became a replacement division.
DIVISION COMMANDER: General H. C. Hodges (Sept. 1917, until demobilized).

TROOPS

U. S. A. DESIGNATION	NATIONAL GUARD UNITS	STATES
Division Hq. Troop	2d Separate Troop Cavalry	Louisiana
153rd Infantry	1st Infantry	Arkansas
154th Infantry	3rd Infantry, less 3rd Bn.	Arkansas
	Detachment 1st Infantry	Louisiana
	Detachment 2nd Infantry	Mississippi
155th Infantry	1st Infantry and part of 2nd Infantry	Mississippi
156th Infantry	Detachment 1st Infantry	Louisiana
140th Field Artillery	1st Field Artillery	Mississippi
141st Field Artillery	1st Field Artillery	Louisiana
142nd Field Artillery	2nd Infantry, less Machine Gun Company	Arkansas
140th Machine Gun Battalion	Machine Gun Troop, 1st Cavalry; detachment 2nd Infantry	Mississippi
141st Machine Gun Battalion	Machine Gun Company, 2nd Infantry; detachment 3rd Infantry	Arkansas
142nd Machine Gun Battalion	Detachment 1st Infantry	Louisiana
114th Trench Mortar Battery	Detachment 1st Field Artillery	Louisiana
114th Engineers	Company A, Engineers; detachment 2nd Infantry	Mississippi
114th Field Signal Battalion	Detachment 1st Infantry	Louisiana
	Detachment 2nd Infantry	Mississippi

DIVISIONAL TRAINS

114th Headquarters and Military Police	Detachment 2nd Infantry	Mississippi
	Detachment 1st Infantry	Louisiana
114th Ammunition Train	Ammunition Train	Arkansas
	1st Separate Squadron Cavalry	Mississippi
	Detachments 2nd Cavalry	Mississippi
114th Supply Train	Detachment 2nd Separate Squadron Cavalry	Mississippi
	Detachment Ammunition Train	Arkansas
114th Engineer Train	Transfers from 114th Engineers and by draft	
114th Sanitary Train	1st Ambulance Company and Field Hospital	Arkansas
	1st Field Hospital	Mississippi
	1st Field Hospital	Louisiana

A GROUP OF HEROES

Each Won the Medal of Honor

Left to right, front row: Captain George C. McMurtry; Sgt. Archie A. Peck; Sgt. Willie Sandlin; Cpl. Berry Lanson; 1st Sgt. Johannes S. Anderson; 1st Sgt. Sydney Compertz; Pvt. 1cl Charles D. Barger; Sgt. Harold L. Johnson; Cpl. Frank L. Batt.

Back row: Cpl. Jesse N. Funk; Pvt. Clayton N. Slack; Capt. Geo. H. Mallon; 1st Lieut. Harold A. Furlong; Pvt. Thomas O. Neibour; 2nd Lieut. Donald M. Call; 1st Lieut. Samuel Woodfill; Capt. Edw. C. Allsorth.

40TH DIVISION

Sunshine Division

(National Guard of California, Nevada, Colorado, Utah, Arizona, and New Mexico)

INSIGNIA: Represents a golden sun in a blue sky, a glorious sight often seen in the west.
ORGANIZED and trained at Camp Kearney, San Diego, California.
ARRIVED IN FRANCE during August, 1918, and was ordered to La Guerche where it became a replacement division.
DIVISION COMMANDER: General F. S. Strong (from organization until demobilization).

TROOPS

U. S. A. DESIGNATION	NATIONAL GUARD UNITS	STATES
Division Hq. Troop	Troop D, 1st Cavalry	California
157th Infantry	1st Infantry; 1st Cavalry, less Troop E and Band	Colorado
158th Infantry	1st Infantry	Arizona
159th Infantry	5th Infantry; 2nd Infantry, less 2nd Battalion and Band	California
160th Infantry	7th Infantry; detachment 2nd Infantry	California
143rd Field Artillery	1st Field Artillery	California
144th Field Artillery	2nd Field Artillery	California
145th Field Artillery	1st Field Artillery	Utah
143rd Machine Gun Battalion	1st and 2nd Battalions, Infantry	New Mexico
144th Machine Gun Battalion	Detachment 1st Infantry	New Mexico
145th Machine Gun Battalion	1st Squadron Cavalry	California
115th Trench Mortar Battery	Machine Gun Company, 2nd Infantry	Colorado
115th Engineers	1st Battalion Engineers, Troop E, 1st Cavalry	Colorado
115th Field Signal Battalion	Co. B, (wire) Signal Corps	California
	Co. B, (wire) Signal Corps	Colorado

DIVISIONAL TRAINS

115th Headquarters and Military Police	Detachment 1st Infantry	New Mexico
115th Ammunition Train	Detachment 2nd Infantry	Colorado
115th Supply Train	Detachment 2nd Infantry	Colorado
115th Engineer Train	1st Engineer Train	Colorado
115th Sanitary Train	1st and 2nd Ambulance Companies and Field Hospitals	California
	Field Hospital No. 1	Utah

41st DIVISION

Sunset Division

(National Guard of Washington, Oregon, Montana, Idaho, and Wyoming)

INSIGNIA: Represents the sun setting in the Pacific Ocean. The design was suggested by a Red Cross nurse at one of the division hospitals in France.

ORGANIZED and trained at Camp Kearney, San Diego, California.

ARRIVED IN FRANCE during November and December, 1917, and was ordered to St. Aignan where it served as a replacement division. St. Aignan is situated in the Valley of the Cher, the wonderful château region of France.

REMARKS: The Artillery brigade (66th) of this division remained intact and was in the following battles: Aisne-Marne, St. Mihiel and Argonne-Meuse. While serving as a replacement or depot division it forwarded to the combat divisions between January 1 and December 31, 1918, 263,395 men.

DIVISION COMMANDERS: Generals: H. Liggett (Aug. 16–Sept. 18/17 and Jan. 1–17/18); H. Jervey (Sept. 19–Dec. 6/17); G. L. Irwin (Dec. 6/17–Jan. 9/18), R. Coulter (Jan. 23–Feb. 14/18; R. Alexander (Feb. 14–Aug. 10/18); W. S. Scott (Aug. 10–Oct. 24/18); J. E. McMahon (Oct. 24–Nov. 7/18); W. E. Cole (Nov. 7–11/18).

TROOPS

U. S. A. DESIGNATION	NATIONAL GUARD UNITS	STATES
Division Hq. Troop	Troop C, 1st Cavalry	Washington
161st Infantry	2nd Infantry	Washington
	Detachment 3rd Infantry	District of Columbia
162nd Infantry	3rd Infantry	Oregon
	Detachment 3rd Infantry	District of Columbia
163rd Infantry	2nd Infantry	Montana
	Detachment 3rd Infantry	District of Columbia
164th Infantry	1st Infantry; detachment 2nd Infantry	North Dakota
146th Field Artillery	Detachment 2nd Infantry	Idaho
	Field Artillery	Washington
	Battery A, Field Artillery	New Mexico
147th Field Artillery	Detachment 4th Infantry	South Dakota
	Batteries A and B, Field Artillery	Oregon
148th Field Artillery	Detachment 3rd Infantry	Wyoming
	1st Battery Field Artillery	Colorado
	1st Separate Squadron Cavalry	Oregon
146th Machine Gun Battalion	3rd Battalion, 2nd Infantry	Idaho
	Machine Gun Company, 3rd Infantry	Wyoming
	Machine Gun Company, 4th Infantry	South Dakota
147th Machine Gun Battalion	Machine Gun Company, 3rd Infantry	District of Columbia
	Machine Gun Troop Cavalry	Washington
	Company H, 2nd Infantry	North Dakota
	Machine Gun Company, 2nd Infantry	Idaho

148th Machine Gun Battalion	Detachment 4th Infantry	South Dakota
116th Trench Mortar Battery	Company E, 2nd Infantry	North Dakota
116th Engineers	Detachment 2nd Infantry	Idaho
	Detachment 2nd Infantry	North Dakota
	Battalion Engineers	Oregon
116th Field Signal Battalion	1st Battalion, Signal Corps	Washington
	Supply Company, 3rd Infantry	District of Columbia

DIVISIONAL TRAINS

116th Headquarters and Military Police	Detachment 2nd Infantry	North Dakota
	1st Squadron Cavalry	Washington
116th Ammunition Train	Detachment 3rd Infantry	Wyoming
116th Supply Train	Detachment 4th Infantry	South Dakota
116th Engineer Train	Supply Company, 2nd Infantry	North Dakota
116th Sanitary Train	1st Field Hospital	Idaho
	1st Field Hospital	Washington
	Detachment 2nd Infantry	North Dakota
	Detachment 2nd Infantry	Idaho

42ND DIVISION

Rainbow Division

(National Guard from 26 States and District of Columbia.)

INSIGNIA: As this division was composed of National Guard troops from 26 States, it was given the popular nickname "Rainbow Division"[1] with the result that a rainbow was later adopted as its shoulder insignia.

ORGANIZED and trained at Camp Mills, Long Island, New York.

ARRIVED IN FRANCE during November and December, 1917.

FIRST TRAINING AREA: Infantry—Vaucouleurs; Artillery—Coetquidan.

ACTIVITIES: Feb. 21–Mch. 23—Dombasle—Lunéville Sector in Lorraine training with the French; Mch. 31–June 20—Baccarat Sector in Lorraine; July 5–17–Champagne-Marne Battle (last German drive), Souain and Espérance Sectors, east of Rheims; July 25–Aug. 2—Aisne-Marne Battle, Epieds Sector (northeast of Château-Thierry), capturing Seringes et Nesles, Fresnes, Nesles and Sergy with aid of 47th Infantry, 4th Division); Sept. 12–29—St. Mihiel Battle and St. Mihiel Sector, capturing Essey, St. Baussant, Maizerais, St. Benoit and Pannes; Oct. 12–31—Argonne-Meuse Battle, entering line east of Sommerance and capturing Côte Châtillon; Nov. 4–10—Argonne-Meuse Battle, advancing 12 miles in 2 days, capturing many towns among which were Stonne, Maisoncelle, Grand Armoises, Sy, Noyers, Bulson, Thelonne and Pont Maugis. After Nov. 11th—Army of occupation with headquarters at Ahrweiler, Germany.

Days spent in quiet sector: 125; in active sector: 39.

RESULTS: Advanced 34¾ miles against resistance; captured 1,317 prisoners, 25 pieces of artillery, 495 machine-guns, 25 trench mortars and 2,000 rifles.

Casualties: Killed, 2,713; wounded, 13,292.

Awards: 2 Medals of Honor
205 Distinguished Service Crosses

[1] The name Rainbow Division was suggested by Colonel B. H. Wells to its first Chief of Staff.

REMARKS: The 42nd was a wonderful fighting division. Coming from 26 States in the Union, it more than any other division truly represented the Spirit of America. Seldom did it stop to consider the cost of this or that attack, or the best way to make the attack; it simply attacked, captured its objective and then, American-like, counted the cost, which was often very dear. Its efficiency was partially based on an American quality—spirit. The troops from Alabama, or any other State, wouldn't let those from New York, or anywhere else outdistance them in an attack or get there first. This State-pride animated each State unit.

The division engaged in 12 battles and engagements entitling organizations to silver bands on the regimental color (flag) staffs.

This division successfully defended Suippes and Hilaire (east of Rheims and south of Somme-Py) during the last German drive of 1918. On this occasion repeated attacks withered in front of its accurate rifle fire. The division lost in killed and wounded during this fighting in Lousy Champagne, as that section was popularly called, 43 officers and 1,610 men.

The 42nd only had a few days' rest before it again entered the line at Epieds, south of the Ourcq River, where the Germans after withdrawing from Château-Thierry, had decided to make a stand. Just in front of the 42nd Division was the Forêt de Fère, the Foret de Nesles and the Croix Rouge Farm (Red Cross Farm) which, being the key to the position, was defended by part of the crack 4th Prussian Division commanded by one of the Kaiser's sons (Prince Eitel Friedrich) with orders to hold it at all cost. Within 24 hours after the 42nd entered the line it captured Croix Rouge Farm (Red Cross Farm) in a hand to hand fight with the bayonet. So severe was the fighting in this vicinity that 250 Germans were buried in one trench. The bulwark fallen, the division swept forward, crossed the Ourcq, dislodged the Germans after severe fighting from the heights north of that river and pushed forward to the ridge south of the Vesle. The total advance of the division was 11¼ miles, at a cost in killed and wounded of 185 officers and 5,469 men.

After experiencing such terrific fighting in the Aisne-Marne Battle, our St. Mihiel push was a picnic for the 42nd Division. It had no difficulty in quickly capturing the strongest position in its sector, the Bois de la Sonnard, and by the end of the 2nd day had advanced 12 miles.

In the Argonne-Meuse Battle the 42nd was called upon to relieve the 1st Division and continue its famous drive begun October 1st, which it did in fine style, administering the same medicine as the 1st Division administered. In our attack on October 14th against the Hindenburg Line, the 42nd Division captured after sanguinary fighting the Côte de Châtillon, Musarde and Tuilerie Farms and Hill 288 near Landres-et-Georges. The scene of this fighting can be visited from Romagne.

The 42nd was relieved from the line on October 31st, only to enter it again Nov. 4th, north of the Buzancy-Vouziers from where an advance of 13½ miles was made to the heights south of Sedan which dominated the Metz-Sedan-Mezières Railroad by which Germany supplied her army. With this road severed peace was inevitable.

DIVISION COMMANDERS: Generals: W. A. Mann (Sept.–Dec. 14/17); C. T. Menoher (Dec. 15/17–Nov. 7/18); C. D. Rhodes (Nov. 7–11/18); D. MacArthur (Nov. 11–20/18), and C. A. F. Flagler (Nov. 21 until demobilization).

TROOPS

U. S. A. DESIGNATION	NATIONAL GUARD UNITS	STATES
Divisional Headquarters Troop	1st Separate Troop Cavalry	Louisiana
165th Infantry	69th Infantry	New York
166th Infantry	4th Infantry	Ohio
167th Infantry	4th Infantry	Alabama
168th Infantry	3rd Infantry	Iowa
149th Field Artillery	1st Field Artillery	Illinois
150th Field Artillery	1st Field Artillery	Indiana
151st Field Artillery	1st Field Artillery	Minnesota
149th Machine Gun Battalion	Detachment 4th Infantry	Pennsylvania
150th Machine Gun Battalion	Detachment 2nd Infantry	Wisconsin
151st Machine Gun Battalion	Detachment 2nd Infantry	Georgia
117th Trench Mortar Battery	Detachment Coast Artillery Corps	Maryland
117th Engineers	Battalion Engineers	South Carolina
	Battalion Engineers	California
117th Field Signal Battalion	1st Battalion Signal Corps	Missouri

DIVISIONAL TRAINS

117th Headquarters and Military Police	Detachment Coast Artillery	Virginia
117th Ammunition Train	1st Ammunition Train	Kansas
117th Supply Train	Supply Train	Texas
117th Engineer Train	Engineer Train	North Carolina
117th Sanitary Train	1st Ambulance Company	Michigan
	1st Ambulance Company	New Jersey
	1st Ambulance Company	Tennessee
	1st Ambulance Company	Oklahoma
	1st Field Hospital	Nebraska
	1st Field Hospital	Oregon
	1st Field Hospital	Colorado
	1st Field Hospital	District of Columbia

Winners of the Medal of Honor

Private Thomas C. Neibaur, Co. M, 167th Infantry.

On October 16, 1918, near Landers, St. Georges, France, Private Neibaur, against the sky line and in full view of his entire battalion, arrested to a large extent a German counter-attack. His battalion after stubborn fighting had just gained the summit of that strong bulwark, Côte de Châtillon, which was being organized when Private Neibaur with his automatic rifle squad was sent out on patrol to enfilade machine-gun nests. He advanced to a ridge and set up his rifle, but was soon wounded in both legs and the remainder of his squad either killed or wounded. Though cut off, practically surrounded and wounded, he kept his rifle in action and stopped a counter-attack when the German line was abreast of him, whereupon 4 Germans rushed at him. These he killed. He then moved along the German line in the midst of fire from his own lines and gallantly captured 11 prisoners at the point of his pistol.

Corporal Sydney E. Manning, Co. G, 167th Infantry.

On July 28, 1918, near Breuvannes, France, Corporal Manning, after

his platoon leader and sergeant had been killed or wounded, took command of his platoon in an attack on the heights overlooking the Ourcq River. Though severely wounded he led forward the 35 remaining men of his platoon and finally succeeded in gaining a foothold in the enemy position, during which time he received more wounds, and all but 7 of his men were either killed or wounded. Directing the consolidation of the position, he declined to take cover and held off a large body of the enemy only 50 yards away by fire from his automatic rifle, until the line had been connected with that of the platoon on his flank. Then he dragged himself to shelter suffering from 9 wounds in different parts of his body.

76TH DIVISION

Liberty Bell Division

(National Army from Maine, New Hampshire, Vermont, Rhode Island, and Connecticut)

INSIGNIA: The insignia symbolizes the spirit of the people of the States in which the men lived.
ORGANIZED and trained at Camp Devens, Massachusetts.
ARRIVED IN FRANCE during July, 1918, and was ordered to St. Aignan where it became a depot or replacement division.
DIVISION COMMANDERS: Generals: H. F. Hodges (Aug. 25–Nov. 27/17 and Feb. 13–Nov. 11/18) and Wm. Wiegel (Nov. 28/17–Feb. 12/18).

TROOPS:

Infantry Regiments:
301st, 302nd, 303rd, 304th
Artillery Regiments:
301st, 302nd, 303rd
Machine Gun Battalions:
301st, 302nd, 303rd
Engineers:
301st Regiment
301st Train
Field Signal Battalion:
301st
Trench Mortar Battery:
301st
Divisional Trains:
301st Supply and Ammunition Trains
301st Hq. and Military Police
301st Sanitary (301st, 302nd, 303rd, 304th Ambulance companies & Field Hospitals)

77TH DIVISION

Metropolitan Division

(National Army of New York City)

INSIGNIA: Facsimile of the Statue of Liberty in New York Harbor.
ORGANIZED and trained at Camp Upton, on Long Island, New York.
ARRIVED IN FRANCE during April, 1918.
FIRST TRAINING AREA: Infantry—St. Omer (about 15 miles east of Calais); Artillery—Souge.
ACTIVITIES: June 21–Aug. 3—Baccarat Sector; Aug. 12–Sept. 15—Oise-Aisne Battle, entering line east of Fismes on Vesle River and capturing Bazoches, Paars, Blanzy, Merval, Glennes, Longueval, and Revillon.[1] Sept. 26–Oct. 15—Argonne-Meuse Battle on left of American line and in the Argonne Forest; Oct. 31–Nov. 11—Argonne-Meuse Battle, entering line near St. Juvin and capturing

1 During the operations on the Vesle, the 28th and 32nd Divisions captured the towns of Fismette and Fismes, which were eventually turned over to the 77th Division, which found it necessary to complete the mopping up process, as the Germans hung on to them very tenaciously.

Champigneulle, Verpel, St. Pierremont, Oches, La Besace and Remilly Allicourt.
Days spent in quiet sector: 47; in active sector: 66.
RESULTS: Advanced 44 1/16 miles against resistance; captured 750 prisoners, 44 pieces of artillery and 323 machine-guns.
Casualties: Killed, 1,990; wounded, 9,966.

Awards: 6 Medals of Honor
146 Distinguished Service Crosses

REMARKS: This division has the distinction of being the first National Army division to reach France; of being under fire longer than any other National Army division and of gaining more ground against resistance than any other division.

Relieving the 4th Division west of Fismes on the Vesle River on Aug. 12th, it participated in the Oisne-Aisne Battle, advancing against stubborn resistance to the Aisne River, a distance of five miles. The fighting during this advance on the plateau south of the Aisne was very severe, especially at Revillon and Glennes. The last mentioned town was captured and lost several times but finally remained in the grasp of the 77th Division.

During the Argonne-Meuse battle it was twice engaged, spending during this great offensive a longer period of time in the front line than any other one of our divisions. Its position on the extreme left of our line where it had to advance through the very heart of the Argonne Forest in itself accounts for the large casualty list. One must not think as is sometimes the case that most of the fighting during the Argonne-Meuse Battle took place in the Argonne Forest. The method that proved successful in clearing the forest of the enemy was—the 77th Division held the enemy in position by constantly exerting pressure on his front while another division drove up the Aire Valley east of the forest, thus outflanking the enemy, who just as soon as we gained a footing in the edge of the forest behind him, would fall back to a new position and the process had to be repeated. This method of clearing the forest in no way detracts from the glory of the 77th Division which played its rôle perfectly, pressing forward incessantly for 20 days. The northern end of the forest is at Grand Pré and it was just south of this town that the 78th Division relieved the 77th on October 16th.

No trip to France will be complete without a visit to the Argonne Forest, which is situated on a long hill running north and south with many east and west spurs that were highly organized with machine-guns, protected by barbed wire. In this forest one can see traces of every phase of the war. Don't expect to see a forest as we think of one, but rather an exceedingly dense thicket.

The 77th Division reëntered the line near St. Juvin, and participated in our last great attack of Nov. 1st, after which it advanced to the heights south of and dominating Sedan.

The celebrated "Lost Battalion" was part of the 308th Infantry of this division. This battalion (it really contained more companies than comprise a battalion) with Company K, 307th Infantry, forged ahead of troops on its right and left until it was isolated and surrounded by the Germans who called upon Major Whittlesey to surrender and received the famous reply, "Go to hell." The battalion held out for 5 days and when finally rescued was without water and food and was very short of ammunition. The battalion was never really lost. Its location was known at all times but the rest of the regiment was for 5 days, due to battle conditions, unable to rescue it. Major Whittlesey received a Medal of Honor from Congress. See page 260.

Division Commanders: Generals: J. F. Bell (Aug. 18/17–May 18/18); G. B. Duncan (May 19–Aug. 24/18); E. M. Johnson (Aug. 24–31/18); R. Alexander (Aug. 31–Nov. 11/18).

Troops:

Infantry Regiments:
305th, 306th, 307th, 308th
Artillery Regiments:
304th, 305th, 306th
Machine Gun Battalions:
304th, 305th, 306th
Trench Mortar Battery:
302nd
Field Signal Bn.:
302nd
Engineer Troops:
302nd Regiment
302nd Train
Military Police:
302nd Company
Divisional Trains:
302nd Supply Train
302nd Ammunition Train
302nd Sanitary Train
Medical troops:
305th, 306th, 307th, 308th Ambulance companies and Field Hospitals

Winners of the Medals of Honor

Lieutenant Colonel Charles W. Whittlesey, 308th Infantry.

On October 2, 1918, northeast of Binarville in the Argonne Forest, France, Major (later Lieutenant Colonel) Whittlesey, although cut off from the remainder of his division, maintained his position which he, with 463 officers and men of the 308th Infantry and Company K of the 307th Infantry, had reached under orders for an advance. Major Whittlesey and his men were thus cut off and surrounded by a superior number of the enemy for 5 days, during which time no rations or other supplies reached them, in spite of the determined efforts made by the division. Receiving from the enemy on the fourth day a written proposition to surrender, he treated it with contempt, although at that time he was out of rations and had suffered a loss of about fifty per cent. in killed and wounded.

Captain George G. McMurtry, Company M, 308th Infantry.

On October 2, 1918, at Charlevaux, in the Argonne Forest, France, Captain McMurtry commanded a battalion which was cut off and surrounded by the enemy. Although wounded in the knee on October 4th, and suffering great pain, he continued throughout the entire period to encourage his officers and men with a resistless optimism that contributed largely toward preventing panic and disorder among troops who were without food and cut off from our lines. On October 4th, during a heavy barrage he personally directed and supervised the moving of the wounded to shelter before himself seeking shelter. On October 6th he was again wounded in the shoulder by a German grenade, but continued personally to organize and directed the defense against the German attack until it was defeated. He continued to direct and command his troops until he personally led them out of the position after assistance arrived on October 8th. During this period the successful defense of the position was due largely to his efforts.

Captain L. Wardlaw Miles, 308th Infantry.

On September 14, 1918, near Revillon, France, Captain Miles volunteered to lead his company in a hazardous attack on a commanding trench position near the Aisne Canal which other troops had attempted to take without success. His company, unassisted by artillery preparation or support, met with stubborn resistance but Captain Miles preceded the first wave and assisted in cutting a passage through the enemy's wire entanglement. While doing this he was

78TH DIVISION

79TH DIVISION

80TH DIVISION

81ST DIVISION

82D DIVISION

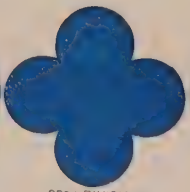
83D DIVISION

84TH DIVISION

85TH DIVISION

86TH DIVISION

87TH DIVISION



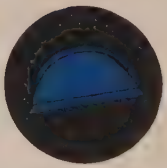
88TH DIVISION

89TH DIVISION

90TH DIVISION

91ST DIVISION

92D DIVISION



93D DIVISION

wounded 5 times by machine-gun bullets, both legs and one arm being fractured, whereupon he had himself placed on a stretcher and carried forward to the enemy trench where he encouraged and directed his men. Under the inspiration of his indomitable spirit they held the position and consolidated the front line after an action lasting two hours, at the conclusion of which Captain Miles was carried to the aid station against his will.

1st Sergeant Benjamin Kauffman, Company K, 308th Infantry.

On October 4, 1918, in the Argonne Forest, Sergeant Kauffman took out a patrol for the purpose of attacking a machine-gun which had checked the advance of his company. Before reaching the gun, he became separated from his patrol and a machine-gun bullet shattered his right arm. Without hesitation he advanced on the gun, throwing grenades with his left hand and charging with an empty pistol, taking 1 prisoner and scattering the crew. He then brought his prisoner and machine-gun to the first aid station.

Private Archie A. Peck, Company A, 307th Infantry.

On October 6, 1918, in the Argonne Forest, France, Private Peck, with two men, was out on patrol duty when they came under machine-gun fire which wounded his two comrades. Returning to his company he obtained another soldier to assist in bringing in the two wounded men. His assistant was soon killed but Peck continued on, twice returning and safely bringing in both men, being under terrific machine-gun fire during the entire journey.

Lieutenant Colonel Fred E. Smith, 308th Infantry. (Posthumous.)

On September 28, 1918, near Binarville, France, when communications from the forward regimental post of command to the battalion leading the advance had been interrupted temporarily by the infiltration of small parties of the enemy with machine-guns, Colonel Smith led a party of 2 officers and 10 soldiers forward to reëstablish runner posts and carry ammunition to the front line. The guide became confused and led the party too far to the left where it suddenly came under the fire of machine-guns 50 yards away. Shouting to the rest of the party to take cover, Colonel Smith drew his pistol and opened fire on the German crew. About this time he fell severely wounded in the side, but regaining his footing he continued to fire on the enemy until most of his party was out of danger. Refusing first aid treatment he went to a pile of ammunition where he secured some hand grenades and returned under continued heavy machine-gun fire for the purpose of attacking single-handed the machine-gun nests. As he attempted to ascertain the exact location of the nearest nest, he again fell, this time mortally wounded.

78TH DIVISION

Lightning Division

(National Army from New York, New Jersey, and Delaware)

INSIGNIA: Represents a flash of lightning on red semi-circle, significant of New Jersey lightning, noted for its destructive powers.
ORGANIZED and trained at Camp Dix, Wrightstown, New Jersey.
ARRIVED IN FRANCE during May and June, 1918.
FIRST TRAINING AREA: Infantry—Hazebrouck Front, in the British area, with headquarters at Nielles-les-Blequin. On July 19, 1918, Division moved to the British area east of St. Pol. Artillery—Meucon.

ACTIVITIES: Sept. 10–16—St. Mihiel Battle as Corps Reserve; Sept. 16–Oct. 5—Limey Sector (north of St. Mihiel); Oct. 16–Nov. 5—Argonne-Meuse Battle, relieving the 77th Division south of Grand Pré, which it captured as well as St. Juvin, Briquenay, Boult-aux-Bois, Belleville-sur-Bar, Chatillon-sur-Bar, Brieulles-sur-Bar, and Verrieres.

Days spent in quiet sector: 17; in active sector: 21.

RESULTS: Advanced 13⅛ miles against resistance; captured 432 prisoners, 4 pieces of artillery and 43 machine-guns.

Casualties: Killed, 1,359; wounded, 6,800.
Awards: 1 Medal of Honor
95 Distinguished Service Crosses

REMARKS: In the Argonne-Meuse Battle this division made a very famous attack at Grand Pré capturing the high hills north of that town, including Talma Farm and the highly organized Bois de Loges. The difficulty of capturing these strategic positions cannot be fully appreciated unless they are visited. While there don't imagine that the men of the 78th charged up those steep hills and captured them in one day, but picture a slow, determined and costly series of attacks covering 16 days and culminating here and there, especially in the Bois de Loges which was captured and lost several times, in severe hand to hand fighting, which brought forth the following comment from General Pershing:

"The night of October 15–16, the 78th Division relieved the 77th Division and thereafter remained in the Meuse-Argonne offensive until November 5th. The names of Grand Pré and the strong position of the Bois des Loges, whose final reduction came only after a succession of desperate assaults and counter-attacks, will always be remembered in the history of the American Expeditionary Forces."

The 78th Division was not contented with the capture of the hills north of Grand Pré but pushed on to the heights east of Tannay, making an advance of 13½ miles.

DIVISION COMMANDERS: Generals: C. W. Kennedy (Aug. 23–Dec. 27/17); H. L. Scott (Dec. 28/17–Mch. 15/18); J. T. Dean (Mch. 16–Apr. 20/18); J. H. McRae (Apr. 20–Nov. 11/18).

TROOPS:

Infantry Regiments:
309th, 310th, 311th, 312th
Artillery Regiments:
307th, 308th, 309th
Machine Gun Battalions:
307th, 308th, 309th
Trench Mortar Battery:
303rd
Field Signal Bn.:
303rd
Engineer Troops:
303rd Regiment
303rd Train
Military Police:
303rd Company
Divisional Trains:
303rd Supply Train
303rd Ammunition Train
303rd Sanitary Train
Medical troops:
309th, 310th, 311th, 312th
Ambulance companies and
Field Hospitals

WINNER OF THE MEDAL OF HONOR

Sergeant William Sawelson, Company H, 312th Infantry. (*Posthumous.*)

On October 26, 1918, at Grand Pré, France, Sergeant Sawelson, hearing a wounded man in a shell hole calling for water left his

shelter upon his own initiative and crawled through a heavy machine-gun fire to where the wounded man lay and gave him his (Sawelson's) water. He then went back to his own shell hole, obtained more water and was returning with it to the wounded soldier when he was killed by a machine-gun bullet.

79TH DIVISION

Liberty Division

(National Army from Pennsylvania, Maryland, and District of Columbia)

INSIGNIA: The Lorraine Cross was adopted in the 15th Century by the House of Anjou following the defeat of Charles the Bold, as a Symbol of Triumph. It was to be the outward symbol wherein was centered the affectionate and zealous love of liberty, justice and freedom.

ORGANIZED and trained at Camp Meade, near Baltimore, Maryland.

ARRIVED IN FRANCE during July and August, 1918.

FIRST TRAINING AREA: Infantry—Prauthoy; Artillery—La Courtine.

ACTIVITIES: Sept. 16–30—Montfaucon Sector and Argonne-Meuse Battle, capturing Haucourt, Malancourt, East half of Montfaucon and Nantillois: Oct. 9–25—Troyon Sector (Fresnes-en-Woevre Doncourt) east of Meuse: Sept. 29–Nov. 11—Argonne-Meuse Battle (Grand Montagne Sector) east of Meuse, capturing Borne-du-Cornouiller, Damvillers, Wavrille Ville devant Chaumont. Days spent in quiet sector: 28; in active sector: 17.

RESULTS: Advanced 12 3/16 miles against resistance; captured 1,077 prisoners, 32 pieces of artillery and 275 machine-guns.
Casualties: Killed, 1,396; wounded, 6,194.
Awards: 80 Distinguished Service Crosses.

REMARKS: When the men of the 79th Division entered the line south of Malancourt on Sept. 16th, Montfaucon frowned down upon them. Only a visit to Montfaucon will give one an idea of its military strength, its importance and its command or view. It was here that the Crown Prince from his concrete tower directed the attacks against Verdun. On September 26th many military authorities considered it to be impregnable, but during the morning of the 27th the doughboys of the 79th captured the eastern half, while those of the 37th did the same with the western half. No visitor to France should fail to see this historic hill with its shattered village. Not content with the capture of Montfaucon the 79th swept on until Nantillois was captured.

In the second phase of the Argonne-Meuse Battle the 79th entered the line to the east of the Meuse on October 30th, broke the enemy's line at Borne-du-Cornouiller (Hill 378) after 3 days of severe fighting and swept forward, reaching Ville-devant-Chaumont on Nov. 11th.

DIVISION COMMANDER: General J. E. Kuhn (Aug. 25/17–Nov. 11/18).

Infantry Regiments:
313th, 314th, 315th, 316th
Artillery Regiments:
310th, 311th, 312th
Machine Gun Battalions:
310th, 311th, 312th
Trench Mortar Battery:
304th
Field Signal Bn.:
304th
Engineer Troops:
304th Regiment
304th Train
Military Police:
304th Company

Divisional Trains:
304th Supply Train
304th Ammunition Train
304th Sanitary Train

Medical troops:
313th, 314th, 315th, 316th Ambulance companies and field hospitals

80TH DIVISION

Blue Ridge Division

(National Army from Virginia, West Virginia, and Western Pennsylvania)

INSIGNIA: As the troops making up this division were drawn from the Blue Ridge Mountain districts of Virginia, West Virginia and Pennsylvania, an insignia consisting of three blue hills was adopted.

ORGANIZED and trained at Camp Lee, Petersburg, Virginia.

ARRIVED IN FRANCE during May and June, 1918.

FIRST TRAINING AREA: Infantry—Samur in Flanders, with British; Artillery—Meucon.

ACTIVITIES: July 23–Aug. 18—Artois Sector near Arras (training with British). The War Department had not counted this period as service in a quiet sector as only a small part of the division was in line at any one time. However, the division suffered over 300 casualties between July 23 and Aug. 18 which is an indication of how quiet the sector was. Sept. 13–15—St. Mihiel Battle as Corps Reserve. One regiment of Infantry and one machine-gun battalion, attached to the French, took part in the battle. Sept. 26–29—Argonne-Meuse Battle, Bethincourt Sector, capturing Bethincourt and Dannevoux; Oct. 4–11—Argonne-Meuse Battle, entered line north of Nantillois; Oct. 31–Nov. 4—Argonne-Meuse Battle, St. Juvin-St. George Line, capturing Immecourt, Sivry-les-Buzancy, Buzancy, Sommauthe, Beaumont and Yoncq.

Days spent in quiet sector: 1; in active sector: 17.

RESULTS: Advanced 23¾ miles against resistance; captured 1,813 prisoners, 88 pieces of artillery and 641 machine-guns.

Casualties: Killed, 1,141; wounded, 5,622.

Awards: 42 Distinguished Service Crosses.

REMARKS: The fact that the 80th was the only one of our divisions which entered the Argonne-Meuse Battle three different times and each time was heavily engaged demonstrates its high morale and efficiency.

It jumped off September 26th at Bethincourt near the foot of Dead Man's Hill and in 2 days advanced 5⅝ miles. The last day of this advance was against stubborn resistance.

As our advance north of Nantillois was stopped by stiff resistance from the highly organized Brieulles, Ogons and Fays woods, the 80th entered the line the second time at this point. After 9 days of incessant fighting it was relieved, having advanced 2½ miles. Our largest cemetery in France, at Romagne, containing over 22,000 graves was located near the scene of this fighting in which so many of our men were killed.

The 80th entered the line the 3rd time by relieving the 82nd Division on the St. Juvin-St. George line from which it jumped off on Nov. 1st, smashed the 3rd and last prepared German line and advanced 15 miles in 5 days.

The artillery (155th Brigade) of this division was not relieved from the line with the division on October 12th but remained in action with our forces in this vicinity for 48 consecutive fighting days.

DIVISION COMMANDER: General A. Cronkhite (Sept. 9/17–Nov. 11/18).

TROOPS:

Infantry Regiments:
317th, 318th, 319th, 320th
Artillery Regiments:
313th, 314th, 315th
Machine Gun Battalions:
313th, 314th, 315th
Trench Mortar Battery:
305th
Field Signal Bn.:
305th
Engineer Troops:
305th Regiment
305th Train
Military Police:
305th Company
Divisional Trains:
305th Supply Train
305th Ammunition Train
305th Sanitary Train
Medical troops:
317th, 318th, 319th, 320th Ambulance companies and Field Hospitals

81ST DIVISION

Wildcat Division

(National Army from North Carolina, South Carolina, Florida, and Porto Rico)

INSIGNIA: A wildcat was selected in the belief that this division would emulate it in fighting qualities.
ORGANIZED and trained at Camp Jackson, Columbia, South Carolina.
ARRIVED IN FRANCE during July and August, 1918.
FIRST TRAINING AREA: Infantry—Tonnerre; Artillery—Valdahon.
ACTIVITIES: Sept. 21–Oct. 17—St. Dié (Vosges Mountains); Nov. 8–11—Argonne-Meuse Battle, Sommedieue Sector between Haudiomont and Bonzee-Woevre (east of Meuse), capturing Châtillon, Moranville, Grimacourt and Bonzee.
Days spent in quiet sector: 2; in active sector: 3.
RESULTS: Advanced 3¼ miles against resistance; captured 101 prisoners and 44 machine-guns.
Casualties: Killed, 250; wounded, 801.

Awards: 19 Distinguished Service Crosses.

REMARKS: Due to the fact that this division was one of the last to arrive in France, it did not have an opportunity to participate in the Argonne-Meuse Battle until Nov. 9th, when it gave the enemy an inkling of what this wildcat division could do. On this occasion the attack was made against the enemy's position on the Woevre Plain; the enemy's line was broken after severe fighting and an advance of 3¼ miles had been made when fighting ceased.

The idea of the shoulder insignia originated with the 81st Division. The British had used a colored cloth (flap) or insignia on back of each coat so that during and after a fight the men could quickly recognize each other and assemble in groups, by divisions. The 81st believing the British idea to be sound adopted an insignia which not only served the same purpose but gave the men esprit when it was placed on the shoulder. Upon arriving at the port of embarkation the Division commander was called upon for an explanation as to why he had permitted wildcats to be sewed on Uncle Sam's uniforms. He wrote an explanation which was forwarded to Washington and returned "disapproved," but in the meantime the 81st had sailed away. Upon reaching France the A. E. F. called upon the Division for an explanation concerning its wildcats. The Division Commander again explained his reasons for mutilating the uniform and in addition claimed that he had the tacit approval of the War Department in that it had allowed the division to leave the United States with their wildcats after an explana-

tion had been made. The A. E. F. seeing the benefits both in morale and battle that would result from the adoption of shoulder insignia sent out a circular directing each division to submit a design for shoulder insignia. Soon all divisions were wearing them, but they were never officially adopted.

DIVISION COMMANDERS: Generals: C. H. Barth (Aug. 25–Oct. 8/17); C. J. Bailey (Oct. 9/17–Nov. 11/18).

TROOPS:

Infantry Regiments:
321st, 322nd, 323rd, 324th
Artillery Regiments:
316th, 317th, 318th
Machine Gun Battalions:
316th, 317th, 318th
Trench Mortar Battery:
306th
Field Signal Bn.:
306th
Engineer Troops:
306th Regiment
306th Train
Military Police:
306th Company
Divisional Trains:
306th Supply Train
306th Ammunition Train
306th Sanitary Train
Medical troops:
321st, 322nd, 323rd, 324th
Ambulance companies and
Field Hospitals

82ND DIVISION

All American Division

(National Army from Georgia, Alabama, and Tennessee)

INSIGNIA: The letters "AA" stand for All American, the name chosen for the division because it contained men from 37 States. These letters were in gold for officers and white for enlisted men.

ORGANIZED and trained at Camp Gordon, Atlanta, Georgia.

ARRIVED IN FRANCE during April and May, 1918.

FIRST TRAINING AREA: Infantry—Escarbotin (west of Abbéville) with British; Artillery—La Courtine.

ACTIVITIES: June 25–Aug. 8—Lagny Sector, near Toul (part of time with the French); Aug. 19–Sept. 19—Marbache Sector astride the Moselle, during which time (Sept. 12–15) it took part in the St. Mihiel Battle; Oct. 8–30—Argonne-Meuse Battle, entering line near Fléville and capturing Marcq, Chehery, Cornay, and St. Juvin. Days spent in quiet sector: 70; in active sector: 27.

RESULTS: Advanced 10½ miles against resistance; captured 845 prisoners, 11 pieces of artillery and 311 machine-guns.
Casualties: Killed, 1,138; wounded, 6,890.

Awards: 2 Medals of Honor
34 Distinguished Service Crosses

REMARKS: In the St. Mihiel Battle the 82nd Division, although in line, took no part in the initial assault. It was astride the Moselle covering the right flank of the attack. On September 13, its left wing made a slight advance in order to straighten its line to conform to that of the main forces.

This division engaged in some of the severest fighting of the Argonne-Meuse Battle, entering the line on Oct. 8th, near Fléville, on the western side of the 1st Division salient, it received orders to enlarge that salient by advancing northwest into the eastern side of the Argonne Forest and later up the Aire Valley. This attack forced the retirement of the Germans holding up the advance of the other divisions to the southwest in the Argonne Forest. Indeed the 82nd more than accomplished its mission; it advanced

83RD DIVISION

The Ohio Division

(National Army from Ohio and West Virginia)

INSIGNIA: The golden monogram in the insignia is the letters O H I O.

ORGANIZED and trained at Camp Sherman, Chillicothe, Ohio.

ARRIVED IN FRANCE during June, 1918, and was ordered to Le Mans where it became a depot or replacement division.

REMARKS: The 322nd Infantry was sent to Italy where it engaged in the Vittorio Veneto Battle.

This regiment adopted a special shoulder insignia of a gold lion, rampant, facing to the left on a crimson background. It is a facsimile of the lion on the right as one enters St. Mark's Cathedral, the same also as shown in the Italian Coat of Arms.

DIVISION COMMANDER: General E. F. Glenn from organization until demobilization.

TROOPS:

Infantry Regiments:
329th, 330th, 331st, 332nd
Artillery Regiments:
322nd, 323rd, 324th
Machine Gun Battalions:
322nd, 323rd, 324th
Trench Mortar Battery:
308th
Field Signal Bn.:
308th
Engineer Troops:
308th Regiment
308th Train
Military Police:
308th Company
Divisional Trains:
308th Supply Train
308th Ammunition Train
308th Sanitary Train
Medical troops:
329th, 330th, 331st, 332nd
Ambulance companies and
Field Hospitals

84TH DIVISION

Lincoln Division

(National Army from Kentucky and Indiana)

INSIGNIA: Most of the men in the division were from Kentucky and Indiana, two States in which Lincoln lived. Consequently the division was known as "The Lincoln Division." The insignia, a red ax, was adopted in commemoration of Lincoln and in particular of that period of his life when he assisted his parents by splitting rails for the farm. The men of the division were sometimes referred to as "The Rail Splitters."

ORGANIZED and trained at Camp Zachary Taylor, Louisville, Kentucky.

ARRIVED IN FRANCE during September, 1918, and was ordered to Le Mans where it became a depot or replacement division.

DIVISION COMMANDERS: Generals W. T. Wilder (Aug. 25–Oct. 6/17); H. C. Hale (Oct. 6/17–Nov. 11/18).

TROOPS:

Infantry Regiments:
333rd, 334th, 335th, 336th
Artillery Regiments:
325th, 326th, 327th
Machine Gun Battalions:
325th, 326th, 327th
Trench Mortar Battery:
309th

Field Signal Battalion:
309th
Engineers:
309th Regiment
309th Train
Divisional Trains:
309th Supply & Ammunition Trains
309th Hq. and Military Police
309th Sanitary (333rd, 334th 335th, 336th Ambulance companies and Field hospitals

85TH DIVISION

Custer Division

(National Army from Michigan and Wisconsin)

INSIGNIA: The initials "CD" stand for "Custer Division," which nickname was given the division in honor of General Custer, who with 1,100 men, after desperate fighting, was massacred by the Sioux Indians, June 25, 1876.

ORGANIZED and trained at Camp Custer, Battle Creek, Michigan.

ARRIVED IN FRANCE during July and August, 1918, and was ordered to Pouilly (Nievre), where it became a depot or replacement division.

REMARKS: The 339th Infantry, 337th Ambulance Company and Field Hospital and 1st Battalion, 310th Engineers were detached from the division as it passed through England and sent with the Allied Expedition to the Murman Coast, Russia.

DIVISION COMMANDERS: Generals: J. T. Dickman (Aug. 17–Nov. 24/17); S. W. Miller (Nov. 24–Dec. 23/17); J. Parker (Dec. 23–Feb. 21/18); B. C. Morse (Feb. 21–27/18); C. W. Kennedy (Feb. 28–Nov. 11/18).

TROOPS:

Infantry Regiments:
337th, 338th, 339th, 340th
Artillery Regiments:
328th, 329th, 330th
Machine Gun Battalions:
328th, 329th, 330th
Trench Mortar Battery:
310th
Field Signal Battalion:
310th
Engineer Troops:
310th Regiment and Train
Divisional Trains:
310th Supply Train
310th Ammunition Train
310th Sanitary Train
Medical Troops:
337th, 338th, 339th, 340th Ambulance companies and Field Hospitals

86TH DIVISION

Blackhawk Division

(National Army from Illinois)

INSIGNIA: The initials "BH" stand for "Blackhawk." As the division was trained in the country frequented by the celebrated Indian of that name, it was called "The Blackhawk Division."

ORGANIZED and trained at Camp Grant, Rockford, Illinois.

ARRIVED IN FRANCE during September and October, 1918, and was ordered to Le Mans where it became a depot or replacement division.

DIVISION COMMANDERS: Generals: T. H. Barry (Aug. 25/17–Mch. 14/18); L. W. V. Kennon (Mch. 14–Apr. 17/18); C. H. Martin Apr. 18–Nov. 11/18).

TROOPS:

Infantry Regiments:
341st, 342nd, 343rd, 344th
Artillery Regiments:
331st, 332nd, 333rd
Machine Gun Battalions:
331st, 332nd, 333rd
Trench Mortar Battery:
311th
Field Signal Battalion:
311th
Engineer Troops:
311th Regiment
311th Train
Divisional Trains:
311th Ammunition train
311th Supply Train
311th Sanitary Train—341st 342nd, 343rd, 344th Ambulance companies and Field Hospital

87TH DIVISION

Acorn Division

(National Army from Arkansas, Louisiana, Mississippi, and Alabama

INSIGNIA: A bronze acorn from which the division derived its nickname. The insignia was selected because it is suggestive of a tree "stalwart and strong."
ORGANIZED and trained at Camp Pike, Little Rock, Arkansas.
ARRIVED IN FRANCE during August and September, 1918, and was ordered to Pons where it was turned over to the service of supplies and its units placed on various supply works.
DIVISION COMMANDERS: Generals: S. D. Sturgis (Aug. 26–Nov. 26/17 & Mch. 10–Nov. 11/18); R. C. VanVliet (Nov. 27/17–Mch. 10/18).

TROOPS:

Infantry Regiments:
345th, 346th, 347th, 348th
Artillery Regiments:
334th, 335th, 336th
Machine Gun Battalions:
334th, 335th, 336th
Engineers:
312th Regiment
312th Train
Field Signal Battalion:
312th
Divisional Trains:
312th Supply and Ammunition
312th Hq. and Military Police
312th Sanitary — (345th, 346th, 347th, 348th Ambulance companies and Field Hospitals)

88TH DIVISION

Hun Husker Division

(National Army from North Dakota, South Dakota, Minnesota, Nebraska, Iowa, and Illinois)

INSIGNIA: The insignia was evolved by two figures 8 at right angles, the result being a four-leaf clover, representing the four States from which the personnel of the division came. It is in blue for the infantry and machine-gun battalions, red for the artillery and black for the remainder of the division.
ORGANIZED and trained at Camp Dodge, Des Moines, Iowa.
ARRIVED IN FRANCE during August and September, 1918.
FIRST TRAINING AREA: Infantry—Semur (Cote d'or); Artillery—Souge.
ACTIVITIES: Oct. 7–Nov. 4—Center Sector (Upper Alsace). Part of this time was spent in the line with the French.
Days spent in quiet sector: 28; in active sector: None.

RESULTS: Captured 9 prisoners.
Casualties: Killed, 27; wounded, 63.

Awards: 1 Distinguished Service Cross.

REMARKS: All of this division did not arrive in France until September and soon thereafter it was sent to a so-called quiet sector for battle training. However, the 88th wouldn't let it remain quiet, but carried out some successful raids bringing forth most favorable comment from the French. During its entire stay in the line this division had control of No Man's Land.

On Nov. 4th it was assigned to the IV American Army Corps which was preparing for our offensive east of Metz. The 88th was at Lagney as army reserve when hostilities ceased.

DIVISION COMMANDERS: Generals: E. H. Plummer (Aug. 25–Nov. 26/17 and Feb. 19–Mch. 14/18); R. N. Getty (Nov. 26/17–Feb. 9/18 and Mch. 15–May 23/18); W. D. Beach (May 24–Sept. 28/18 and Oct. 24–Nov. 7/18); W. Weigel (Sept. 28–Oct. 24/18 and Nov. 7–11/18).

TROOPS:

Infantry Regiments:
349th, 350th, 351st, 352nd
Artillery Regiments:
337th, 338th, 339th
Machine Gun Battalions:
337th, 338th, 339th
Trench Mortar Battery:
313th
Field Signal Bn.:
313th
Engineer Troops:
313th Regiment
313th Train
Military Police:
313th Company
Divisional Trains:
313th Supply Train
313th Ammunition Train
313th Sanitary Train
Medical Troops:
349th, 350th, 351st, 352nd
Ambulance companies and
Field Hospitals

89TH DIVISION

Middle West—Wood's Own—Division

(National Army from Kansas, Missouri, Colorado, Nebraska, North Dakota, South Dakota, New Mexico, Arizona)

INSIGNIA: As originally explained in France, the design was selected after careful consideration with the meaning as follows: "The division comes from the Middle West and its insignia indicates its western origin and all-around efficiency; inverted it indicates the middle part of the name; on its side indicates "sigma" the symbol of summation, that is coördination of single effort. Moreover the circle is that geometrical figure which can come to stability in any position, yet move rapidly in answer to a change of forces."

The Division's friends often referred to it as "Wood's Orphans" —but the men proudly called it "Woods Own."

ORGANIZED and trained at Camp Funston, Junction City, Kansas.

ARRIVED IN FRANCE during June, 1918.

FIRST TRAINING AREA: Infantry—Reynel (Haute Marne), situated between Chaumont and Neufchateau; Artillery—Camp de Souge near Bordeaux.

ACTIVITIES: Aug. 5–Sept. 12—Remenauville—Seicheprey—Bouconville Sector, north of Toul; Sept. 12–16—St. Mihiel Battle, capturing Euvezin, Bouillonville, Beney, and Xammes; Sept. 17–Oct. 6—Jaulny-Xammes-Haumont Sector, north of Thiaucourt; Oct. 9–17—Corps Reserve, Argonne-Meuse Battle: Oct. 20–Nov. 11—Argonne-Meuse Battle, entering line along Romagne-Sommerance

Road and halting beyond the Meuse on Armistice Day, having captured Remonville, Barricourt, Tailly, Nouart, Beauclair, Champy, Beaufort, Laneuville, Cesse, Luzy, Pouilly and Autreville.

In recognition of its fighting the 89th was selected as part of the Army of Occupation and was stationed near Prum, Trèves, and Saarburg.

The 89th excelled in sports as in battle. Its team won the football championship of the entire A. E. F.

Days spent in quiet sector: 28; in active sector: 55.

RESULTS: Advanced 26½ miles against resistance; captured 4,410 prisoners, 129 pieces of artillery and 455 machine-guns.
Casualties: Killed, 1,266; wounded, 5,677.

AWARDS:

9 Medals of Honor
121 Distinguished Service Crosses
8 Distinguished Service Medals
7 Legion of Honor
3 French Military Medals
67 Croix de Guerre
1 Belgian Cross of Leopold
2 Belgian Croix de Guerre

REMARKS: This division held 10 miles of front north of Toul for more than a month preceding the St. Mihiel drive. It got identifications almost nightly from the enemy but lost not a single man to the enemy, who was making desperate attempts to get prisoners and information. On the night before the attack the division drew in (contracted its front) to a 2½ mile front and jumped off as a front line division, taking one of the keys to the German system, the strongly fortified woods of Mort Mare.

Its crowning glory, however, was in the Argonne-Meuse. Having entered the line west of Romagne, it drove the enemy, after two days, out of the Bantheville Woods, October 19–21; on November 1st the 89th took part in the great attack which by November 5th had advanced our line to the Meuse. On the 1st day the division took its main objective, the great wooded heights of Barricourt, the key to the strong German position, which their General Staff hoped to hold all winter. When Marshal Foch received word that these Woods were in Allied hands, he shouted, "The wa is over."

On the night of November 10th–11th, the 89th, under heavy fire and against stubborn resistance drove a crossing north of Stenay and forced the evacuation of that town.

DIVISION COMMANDERS: Generals: Leonard Wood (Aug. 25–Nov. 26/17 & Apr. 12–June 1/18); F. L. Winn (Nov. 27/17–Apr. 1/18 & June 2–Sept. 5/18); W. W. Wright (Sept. 6–Nov. 11/18).

TROOPS:

Infantry Regiments:
353rd, 354th, 355th, 356th
Artillery Regiments:
340th, 341st, 342nd
Machine Gun Battalions:
340th, 341st, 342nd
Trench Mortar Battery:
314th
Field Signal Battalion:
314th
Engineers:
314th Regiment
314th Train
Divisional Trains:
314th Supply and Ammunition Trains
314th Hq. and Military Police
314th Sanitary (353rd, 354th, 355th, 356th Ambulance companies and Field Hospitals.

Winners of the Medal of Honor

Sergeant Harold I. Johnston, Co. A, 356th Infantry.

On November 9, 1918, near Pouilly, France, when information was desired as to the enemy's position on the opposite (east) side of the Meuse River, Sergeant Johnston and Private Barkeley volunteered without hesitation. They swam across the river despite the evident determination of the enemy to prevent a crossing. Having obtained the information, they again entered the water to return. This was so severe a struggle that Sergeant Johnston had to be assisted from the water, after which he rendered the report of his exploit, while Private Barkeley being seized with cramp was drowned just before he reached his goal.

Private David B. Barkeley, Co. A, 356th Infantry. (*Posthumous.*)

Same as preceding citation.

Captain Marcellus H. Chiles, 356th Infantry. (*Posthumous.*)

On November 3, 1918, near le Champay-Bas, France, when his battalion was halted by machine-gun fire from the front and left flank, Captain Chiles picked up a rifle from a dead soldier and calling upon his men to follow, led the advance across a stream, waist deep, in face of machine-gun fire. Upon reaching the opposite bank he was seriously wounded in the abdomen by a sniper, but before permitting himself to be moved to the rear, he made complete arrangements for turning over his command to the next senior officer. Captain Chiles died shortly after reaching the hospital.

Sergeant M. Waldo Hatler, Co. B, 356th Infantry.

On November 8, 1918, near Pouilly, France, when information as to the enemy's position on the east bank of the Meuse River was desired, Sergeant Hatler was the first to volunteer for this dangerous mission. Swimming across the river he succeeded in reaching the German lines after another soldier who had started with him had been seized with cramp and drowned. Alone he carefully and courageously reconnoitered the enemy's positions which were held in force and again successfully swam the river, bringing back valuable information. Home address: Neosha, Mo.

Sergeant Arthur J. Forrest, Co. D, 354th Infantry.

On November 1, 1918, near Remonville, France, Sergeant Forrest's company was stopped by a burst of fire from 6 machine-guns. Without being discovered he worked his way alone to within 50 yards of the nests, which he then charged, driving the enemy out in disorder, thus permitting the company to advance.

1st Lieutenant Harold L. Furlong, 353rd Infantry.

On November 1, 1918, in Bois de Bantheville, France, Lieutenant Furlong's company was stopped by severe machine-gun fire which killed his company commander and several soldiers. Lieutenant Furlong advanced in front of the line, crossed an open space several hundred yards wide and took up a position behind the line of machine-guns. He closed in on them, one at a time, killing a number of the enemy with his rifle, putting 4 machine-guns out of action and driving 20 German prisoners into our lines.

2nd Lieutenant J. Hunter Wickersham, 353rd Infantry. (*Posthumous.*)

On September 12, 1918, near Limey, France, Lieutenant Wickersham while advancing with his platoon (St. Mihiel Battle) was wounded in four places by a shell. Before receiving any aid for himself he dressed the wounds of his orderly who was hit at the

same time. He then ordered and accompanied the further advance of his platoon, although weakened by the loss of blood. His right hand and arm being disabled he continued to fire his pistol with his left hand until, exhausted by the loss of blood, he fell and died from his wounds before aid could be administered.

Private 1st Class Charles D. Barger, Co. L, 354th Infantry.

On October 31, 1918, near Bois de Bantheville, France, two daylight patrols being caught out in "No Man's Land" were unable to return. Private Barger and another stretcher bearer (Private Jesse N. Funk) upon their own initiative made two trips 500 yards beyond our lines, under constant machine-gun fire and rescued 2 wounded officers.

Private 1st Class Jesse N. Funk, Co. L, 354th Infantry.

Same as preceding citation.

90TH DIVISION

Alamo Division

(National Army from Texas and Oklahoma)

INSIGNIA: The initials "T. O." stand for Texas and Oklahoma, the two States from which the men came.

ORGANIZED and trained at Camp Travis, San Antonio, Texas.

ARRIVED IN FRANCE during June and July, 1918.

FIRST TRAINING AREA: Infantry—Aigny-le-Duc; Artillery—Souge.

ACTIVITIES: Aug. 24–Sept. 12—Saizerais, west of Moselle, near Toul; Sept. 12–15—St. Mihiel Battle, capturing Vilcey sur Trey, Villers sous Prency and Norroy; Sept. 16–Oct. 9—Puvenelle Sector, astride the Moselle south of Pagny; Oct. 22–Nov. 11—Argonne-Meuse Battle, capturing Bantheville, Andevanne, Villers devant Dun, Montigny, Saulmaory, Sassy, Halles, Mont devant Sassy, Wiseppe, Baalon and the southern part of Stenay. After Nov. 11th—Army of Occupation with headquarters at Berncastel.

Days spent in quiet sector: 42; in active sector: 26.

RESULTS: Advanced 18 miles against resistance; captured 1,876 prisoners, 42 pieces of artillery, 36 trench mortars and 294 machine-guns.

Casualties: Killed, 1,387; wounded, 6,623.

Awards: 57 Distinguished Service Crosses.

REMARKS: Despite the fact that the 90th was the 22nd division to arrive in France its fighting qualities were soon recognized and some very difficult tasks were assigned it.

In the St. Mihiel Battle it made an advance of 3¾ miles driving the enemy out of the Norroy quarries which were reputed to be impregnable, and capturing the Bois le Prêtre with its maze of barb wire entanglements and innumerable machine-guns, which had proven so expensive to the French in their attacks during 1915.

In our famous attack of Nov. 1st, which cut the great strategic railroad near Sedan and consequently was the death blow to Germany, the 90th Division broke through that part of the 3rd and last prepared position in its front near Andevanne. So severe was the fighting that the two Infantry regiments and the two machine-gun battalions of the 90th Division fired over 1,200,000 rounds of cartridges during the morning of Nov. 1st. This division and the 89th on its left were attacking at a vital spot—the wooded heights west and north of Andevanne with the result that the best veteran troops available in the German Army were thrown in to stop their advance. Machine-gun nests were everywhere; the gun-

ners sticking to their guns until killed. Yet our men advanced practically without halting. The following places, captured by the 90th division, after sanguinary fighting, will forever be sacred to many homes in Texas and Oklahoma: Grand Carre Farm, Woods north and west of Andevanne. Hill 243, Chassogne Farm, and St. Marguerite Farm. The 90th advanced to the Meuse, which was crossed on November 9th at Sassey and was preparing to continue the attack east of the river when the fighting ceased.

In recognition of its splendid service the division was selected as part of the Army of Occupation that marched into Germany and was stationed in the Daun, Wittlich, and Berncastel area.

DIVISION COMMANDERS: Generals: H. T. Allen (Aug. 25/17–Nov. 11/18); J. P. O'Neil (Nov. 12–Dec. 30/18); C. H. Martin (Dec. 31/18 until demobilized).

TROOPS:

Infantry Regiments:
357th, 358th, 359th, 360th
Artillery Regiments:
343rd, 344th, 345th
Machine Gun Battalions:
343rd, 344th, 345th
Trench Mortar Battery:
315th
Field Signal Bn.:
315th
Engineer Troops:
315th Regiment
315th Train
Military Police:
315th Company
Divisional Trains:
315th Supply Train
315th Ammunition Train
315th Sanitary Train
Medical troops:
357th, 358th, 359th, 360th
Ambulance companies and
Field Hospitals

91ST DIVISION

Wild West Division

(National Army from Alaska, Washington, Oregon, California, Idaho, Nevada, Utah, and Montana)

INSIGNIA: The fir tree was selected for the insignia as being typical of the Far West, the home of the Division, and also, being an evergreen, was emblematic of the state of readiness of each unit of the organization

ORGANIZED and trained at Camp Lewis, Seattle, Washington.

ARRIVED IN FRANCE during July, 1918.

FIRST TRAINING AREA: Infantry—Montigny le Roi; Artillery—Souge.

ACTIVITIES: Sept. 11–14—St. Mihiel Battle (Reserve); Sept. 20–Oct. 3—Sector west of Avocourt and Argonne-Meuse Battle, capturing Epinonville (one brigade stayed in line with the 1st Division until Oct. 12th and advanced to the Bois des Gesnes); Oct. 30–Nov. 3—Lys-Scheldt Battle west of Escault (Scheldt) River in vicinity of Audenarde; Nov. 10–11—Lys-Scheldt Battle east of the Escault River in vicinity of Audenarde, capturing during these two offenses on the Escault the following towns: Waergem, Wortegem, Oykle, Knocke, Strunbrugge, Bevere, Audenarde, Hoorbeke-St. Marie and Hoorbeke-St. Corneille.

Days spent in quiet sector: 15; in active sector: 14.

RESULTS: Advanced 21¼ miles against resistance; captured 2,412 prisoners, 33 pieces of artillery and 471 machine-guns.

Casualties: Killed, 1,390; wounded, 5,106.

Awards: 4 Medals of Honor
19 Distinguished Service Crosses

REMARKS: This division traveled over 7,000 miles to get into the fight in which it, true to its nickname and the traditions of our West, rendered valuable service.

The 91st, without receiving any previous training in a quiet sector, was assigned the difficult task during the first phase of the Argonne-Meuse Battle of attacking from the sector west of Avocourt with Montfaucon and the high ground north thereof on its right flank and the Argonne Forest on its left flank. Despite the fact that it received fire from both of these positions outside of its sector, the 91st advanced to Gesnes, a distance of 7½ miles, where it (less one Infantry Brigade) was relieved by the 32nd Division. This brigade, that remained in the line, joined the 91st Division before it went to Flanders.

While we were driving on Sedan, the French and Belgians under King Albert were trying to pry the Germans loose from the Belgian coast. Two of our divisions, the 37th and 91st, were sent to their assistance. This is the first instance of American Divisions operating under the orders of a king. The 91st entered the line near and along the railroad running from Thielt to Courtrai, drove the enemy from the railroad embankment and advanced to the Escault which was crossed near Audenarde. This advance was marked by heavy fighting on Cruyshautem Ridge (between the Lys and Escault Rivers) and in the town of Audenarde. On Nov. 10th the 91st entered the line again, making an attack east of the Escault and north of Audenarde. This attack was progressing satisfactorily when the Armistice went into effect.

The 91st Division was supported during its service in Flanders by the artillery of the 33rd Division, the artillery belonging to the 91st remaining in the American Sector.

In recognition of its splendid service in Flanders, detachments of the 91st Division participated in the triumphant entry of King Albert and Queen Mary into Brussels on Nov. 22, 1918. The

division was also accorded the honor of being represented by detachments in the ceremony at Charlemagne's tomb at Aix-la-Chapelle on Dec. 3, 1918.

DIVISION COMMANDERS: Generals: H. A. Greene (Aug. 25–Nov. 24/17 and Mch. 2–June 19/18); J. A. Irons (Nov. 24–Dec. 23/17); F. S. Foltz (Dec. 23/17–Mch. 2 and June 19–Aug. 31); W. H. Johnston (Aug. 31–Nov. 11/18).

TROOPS:

Infantry Regiments:
361st, 362nd, 363rd, 364th
Artillery Regiments:
346th, 347th, 348th
Machine Gun Battalions:
346th, 347th, 348th
Trench Mortar Battery:
316th
Field Signal Bn.:
316th
Engineer Troops:
316th Regiment
316th Train
Military Police:
316th Company
Divisional Trains:
316th Supply Train
316th Ammunition Train
316th Sanitary Train—
Medical Troops:
361st, 362nd, 363rd, 364th
Ambulance companies and
Field Hospitals

WINNERS OF THE MEDAL OF HONOR

Major Oscar F. Miller, 361st Infantry. (*Posthumous.*)

On September 28, 1918, Major Miller, after 2 days of intense physical and mental strain leading his battalion in the front line of the advance through the Argonne Forest, met the enemy in a prepared position south of Gesnes. He reorganized his battalion and ordered an attack. Upon reaching open ground the advancing line began to waver in the face of machine-gun fire from the front and flanks and of direct artillery fire. Major Miller personally led his staff forward and inspiring his men by his personal courage they again pushed on with him. Leading this renewed attack he was shot in the right leg but staggered forward at the head of his men. Soon afterwards he was again shot in the right arm but he continued the charge, cheering his men on through a hail of machine-gun bullets. Just before reaching the objective he fell, shot in the abdomen, but continued to urge his men forward, telling them to push on to the next ridge and leave him where he lay. He died from his wounds a few days later.

1st Sergeant Chester H. West, Company D, 363rd Infantry.

On September 26, 1918, near Bois de Cheppy, France, while making his way through a fog with his automatic rifle section, Sergeant West was halted by a direct and unusually intense machine-gun fire from 2 guns. He alone, and at once, dashed through the fire and attacking the nest killed 2 gunners, 1 of whom was an officer. This prompt and decisive hand-to-hand encounter on his part enabled his company to advance without the loss of a man.

Sergeant Philip C. Katz, Company C, 363rd Infantry.

On September 26, 1918, near Eclisfontaine, France, Sergeant Katz, after his company had withdrawn 200 yards to connect up with the flanks of adjacent units, learned that one of his comrades had been left wounded in an exposed position. Voluntarily crossing an area swept by heavy machine-gun fire, he advanced to where the wounded soldier lay and carried him to a place of safety.

Sergeant Lloyd M. Seibert, Company F, 364th Infantry.

On September 26, 1918, near Epionville, France, Sergeant Seibert, although suffering from illness, remained with his platoon and led his men with the highest courage and leadership under heavy shell and machine-gun fire. With 2 soldiers he charged a machine-gun nest in advance of their company. Sergeant Seibert killed 1 of the enemy with a shotgun and captured the other 2. In this encounter he was wounded, but nevertheless continued in action and when a withdrawal was ordered he returned with the last unit. Later he volunteered and carried in wounded until he fainted from exhaustion.

92ND DIVISION

Buffalo Division

(National Army—Colored troops from various States)

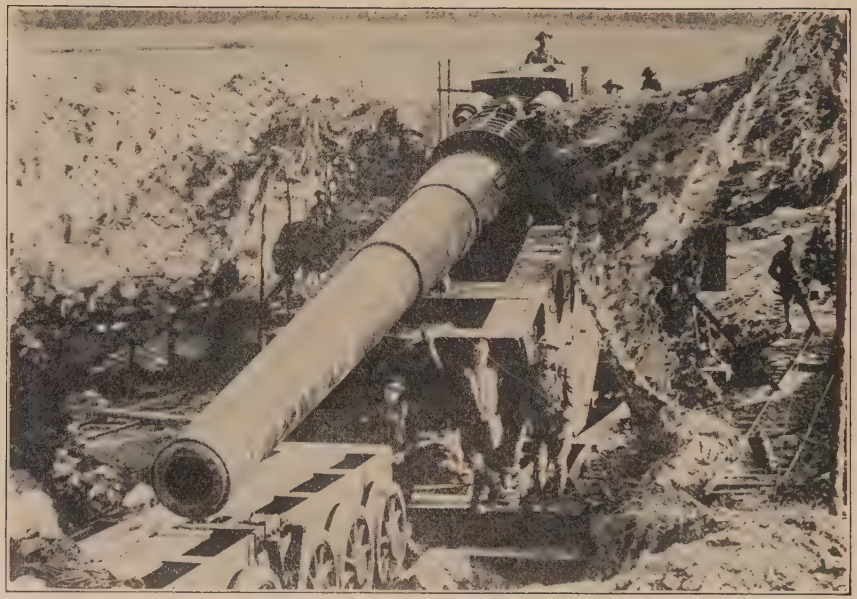
INSIGNIA: The buffalo was adopted because the American Indians called our negro soldiers "Buffaloes."
ORGANIZED and trained at Camp Funston, Kansas.
ARRIVED IN FRANCE: June, 1918.
FIRST TRAINING AREA: Bourbonne Les Bains.
ACTIVITIES: Aug. 24–Sept. 20—St. Die (Vosges Mountains); Sept. 25–30—Argonne-Meuse Battle as corps reserve, except the 368th Infantry which was brigaded with the French for the purpose of forming a liaison or connecting detachment between the French and American Armies; Oct. 10–Nov. 11—Marbache Sector.
Days spent in quiet sector: 51; in active sector: 2.

Awards: 21 Distinguished Service Crosses.

RESULTS: Advanced five miles against resistance; captured 38 prisoners.
Casualties: Killed, 185; wounded, 1,495.
REMARKS: All company officers (captains and lieutenants) were colored; while all officers of or above the grade of major were white.
When the armistice went into effect, the 92nd Division was engaged in an attack astride the Moselle River.
DIVISION COMMANDERS: Generals: C. C. Ballou (Oct. 20–Nov. 30/17; Dec. 3/17–Jan. 12/18 and Mch. 12–Nov. 11/18); J. E. McMahon (Nov. 23–Dec. 3/17); J. B. Erwin (Jan. 13–Mch. 11/18).

TROOPS:

Infantry Regiments:
365th, 366th, 367th, 368th
Artillery Regiments:
349th, 350th, 351st
Machine Gun Battalions:
349th, 350th, 351st
Trench Mortar Battery:
317th
Field Signal Bn.:
325th
Engineer Troops:
317th Regiment
317th Train
Military Police:
317th Company
Divisional Trains:
317th Supply Train
317th Ammunition Train
317th Sanitary Train—
Medical troops:
365th, 366th, 367th, 368th
Ambulance companies and
Field Hospitals



One of Our 14-Inch Railroad Guns in Repose

93RD DIVISION

Bloody Hand Division

(National Guard—Colored troops from various States.)

INSIGNIA: A French helmet in blue, superimposed on a black disc was adopted because all of the service of this division was with the French, but a bloody hand, said to have been assumed from the insignia of a French colored colonial division with which the Ninety-third operated, was sometimes worn.

ORGANIZED and trained at Camp Stuart, Newport News, Virginia.

ARRIVED IN FRANCE during April, 1918.

ACTIVITIES: Upon arriving in France the Division, not having been fully organized, was broken up and brigaded with the French.

RESULTS: Casualties: Killed, 594; wounded, 2,009.

Awards: 1 Medal of Honor
69 Distinguished Service Crosses.

REMARKS: The record of its Infantry is as follows: July 1st to 21st:

The 369th Infantry with the 4th French Army in the line between Aisne and Ville-sur-Tourbe;
The 370th Infantry with the 2nd French Army;
The 371st Infantry with the 13th French Army Corps in the line west of Avocourt;
The 372nd Infantry with the 13th French Army Corps in line east of Four-de-Paris:
On August 1st as follows:
The 369th Infantry with the 8th French Army Corps in the Cienne la Ville region;
The 370th Infantry with the 36th French Division;
The 371st Infantry with the 156th French Division;
The 372nd Infantry with the 157th French Division;
On September 28th the 370th Infantry advanced across the Chemin-des-Dames.
On October 24th as follows:
The 369th Infantry with the 4th French Army at Wesserling;
The 370th Infantry with the 10th French Army at Euly;
The 371st and 372nd Infantry with the 2d French Army at Tlainfaine.

Owing to the fact that the 93rd Division was incomplete and never participated in action as a unit, its statistics have not been compiled.

DIVISION COMMANDER: General R. Hoffman from organization until demobilization.

TROOPS

U. S. A. DESIGNATION	NATIONAL GUARD UNITS	STATES
369th Infantry	15th Infantry (colored)	New York
370th Infantry	8th Infantry (colored)	Illinois
371st Infantry	By Transfer	
372nd Infantry	9th Separate Battalion, Infantry	Ohio
	Separate Company, Infantry	Connecticut
	Separate Company, Infantry	Massachusetts
	Separate Company, Infantry	Maryland
	Separate Company, Infantry	Tennessee

WINNER OF THE MEDAL OF HONOR

1st Lieutenant George S. Robb, 369th Infantry.

On September 29, 1918, near Sechault, France, Lieutenant Robb, while leading his platoon in an assault on Sechault, was severely wounded by machine-gun fire. He remained with his platoon until ordered to the dressing station by his company commander, but in 45 minutes he was back. Early the next morning he was again wounded but remained with his platoon. Later in the day a shell bursting near him added 2 more wounds, the same shell killing his company commander, whereupon he assumed command of the company and organized its position. He displayed wonderful courage and tenacity at critical times. He was the only officer of his battalion who advanced beyond the town, and by attacking machine-guns and snipers he contributed greatly in aiding his battalion to hold its objective.

APPENDIX

CHAPTER I

CONTAINING a chronological summary of the important events in the World War, 1914–1918; a military statistical summary of America's activities, and some special facts pertaining to the attacks on Verdun by the Germans in 1916 and the defense by the French.

PRINCIPAL EVENTS OF THE WORLD WAR, 1914–1918

(Events Concerning the United States Appear in Black Type)

1914

June	28	Archduke Francis Ferdinand, heir to Austrian throne, shot at Sarajevo in Bosnia.
July	5	Kaiser's war council at Potsdam, of leaders in Empire, agreed that Germany would be ready for war in a few weeks.
July	23	Austro-Hungarian ultimatum to Serbia.
July	28	Austria declared war on Serbia.
July	31	Russian mobilization. Germany declares a "State of War."
Aug.	1	Germany declared war on Russia.
Aug.	2	Germany demanded free passage for troops through Belgium.
Aug.	3	Germany declared war on France.
Aug.	4	Great Britain declared war on Germany. Liége attacked.
Aug.	**4**	**President Wilson proclaimed United States neutrality.**
Aug.	5	Kitchener made English Secretary of War.
Aug.	6	Austria declared war on Russia.
Aug.	7	French occupied Mulhausen.
Aug.	10	France declared war on Austria.
"	10–15	French Vosges offensive.
Aug.	12	Great Britain declared war on Austria.
Aug.	15	Liége forts reduced.
Aug.	16	British E. F. landed in France; Russians advanced in East Prussia.
Aug.	16	French defeated at Morhange.
"	22–24	Defeat of British and French at Mons and Charleroi.
Aug.	23	Japan declared war on Germany.
Aug.	25	Germans sacked Louvain; Namur fell.
Aug. 25–Dec.	5	Russians overrun Galicia.
Aug.	27	German victory at Tannenberg over Russia.
Aug.	28	Naval battle in Heligoland Bight.
Sept.	2	Russians took Lemberg.
Sept.	3	Paris government removed to Bordeaux.
Sept.	4	Great Britain, France and Russia, by Pact of London, agree not to make a separate peace.
Sept.	6	Battle of the Marne begun.

Sept.	7	Maubeuge fell.
Sept.	15	First Aisne battle begun.
Sept.	16	Russians under Rennenkampf driven from East Prussia.
Sept.	22	Three British cruisers sunk by a submarine.
Oct.	9	Antwerp occupied by Germans.
Oct.	16	Battle of Ypres begun.
Oct.	21	Sale of alcohol forbidden in Russia until end of war.
Oct.	24	Falkenhayn made German Chief of Staff.
Nov.	1	Von Spee sunk Hood's squadron off Chile.
Nov.	5	Great Britain declared war on Turkey.
Nov.	7	Japanese captured Tsingtau, Shantung, China.
Nov.	10	Austria began invasion of Serbia. *Emden* sunk.
Dec.	8	British destroyed von Spee's squadron off the Falkland Islands. South African rebellion collapsed.
Dec.	9	French Government returned to Paris.
Dec.	14	Serbians retook Belgrade from Austrians.
Dec.	24	First German air raid on England.

1915

Jan.	6	Sale of absinthe forbidden in France during the War.
Jan.	24	British naval victory off Dogger Bank. *Blücher* sunk.
Jan.	25	Second Russian invasion of Prussia begun.
Jan.	**28**	**American ship "William P. Frye" sunk by German cruiser "Prinz Eitel Friedrich."**
Feb.	**10**	**United States note to Germany holding it to "strict accountability" if any merchant vessel of the United States is destroyed or United States citizens lose their lives.**
Feb.	18	Official German "war zone blockade" of Great Britain.
Feb.	**20**	**United States sent identical note to Great Britain and Germany regarding conduct of naval warfare.**
Mar.	1	British announce blockade of Germany.
Mar.	10	British capture Neuve Chapelle.
Mar.	22	Russians captured Przemysl.
Mar.	**28**	**British "Falaba" sunk by submarine. One American killed.**
Apr. 17–May	17	Second battle of Ypres. Germans used asphyxiating gas first, April 22.
Apr.	25	Allied troops landed in Gallipoli.
Apr.	**28**	**American ship "Cushing" attacked by German aeroplane.**
Apr. 28–June	22	Mackensen recovered Galicia.
May	**1**	**American ship "Gulflight" sunk by submarine with loss of two American lives. German Embassy's warning against embarkation on British ships published in American morning papers. At 12:20 P. M. the "Lusitania" set sail.**
May	2–3	German victory over Russians in battle of Dunajec.
May	**7**	**Cunarder "Lusitania" sunk by German submarine with loss of 1,154 lives, 114 being Americans.**
May	8	Germans occupied Libau, Russian Baltic port.
May	**10**	**German message on loss of American lives in "Lusitania" horror.**
May	12	General Botha's South African troops occupied German capital of Southwest Africa.
May	**13**	**America's note protesting against submarine methods.**

May 23 Italy declared war on Austria.
May 25 Coalition cabinet, Asquith still as Prime Minister, formed in Britain; **American ship "Nebraskan" attacked by submarine.**
May 28 German answer to American note of May 13.
June 1 German note in regard to "Gulflight" and "Cushing."
June 2 Italians cross Isonzo river.
June 3 Przemysl recaptured by Germans and Austrians.
June 8 William J. Bryan, Secretary of State, resigned.
June 9 United States sent second note on "Lusitania."
June 22 Lemberg recaptured by Austro-Germans.
July 2 Russian vs. German naval battle in Baltic; *Pommern* sunk.
July 8 German note in reply to United States note of June 9 pledged safety to United States vessels in war zone under "specified conditions."
July 9 Completion of conquest of German Southwest Africa.
July 12–Sept. 18 German conquest of Russian Poland.
July 15 German note expressed regret about attack on "Nebraskan."
July 21 Third United States note on "Lusitania" declared Germany's note of July "very unsatisfactory."
July 25 American ship sunk by submarine; no lives lost.
Aug. 5 Capture of Warsaw and Ivangorod by Germans.
Aug. 15 National registration in Great Britain.
Aug. 19 White Star "Arabic" sunk by submarine; 44 victims, 2 of them Americans.
Aug. 21 Italy declared war on Turkey. Cotton declared contraband.
Aug. 24 Note from German ambassador expressed regret for loss of American lives in "Arabic" sinking.
Aug. 25 Brest-Litovsk captured.
Sept. 1 German ambassador assured United States that German submarines would sink no liners "without warning"; General Alexieff Russian Chief of Staff.
Sept. 4 Allan liner "Hesperian" sunk by German submarine; 26 lives lost, 1 being American.
Sept. 5 Grand Duke Nicholas relieved.
Sept. 7 German note on "Arabic."
Sept. 8 United States demanded recall of Austro-Hungarian ambassador, Dr. Dumba.
Sept. 18 Vilna fell.
Sept. 25 Battle of Loos.
Oct. 4 Russian ultimatum to Bulgaria.
Oct. 5 Allies landed at Saloniki on invitation of Greek Government.
Oct. 5 German note disavowed responsibility for sinking "Arabic" and offered to pay indemnities.
Oct. 6–Dec. 2 Austro-German-Bulgarian conquest of Serbia.
Oct. 9 Belgrade, capital of Serbia, occupied.
Oct. 14 Great Britain declared war on Bulgaria.
Oct. 17 Allied note to Greece
Oct. 20 German note to United States on evidence in "Arabic" case.
Oct. 28 Briand becomes French Premier.

Nov.	5	Nish captured by Central Powers.
Dec.	1	British under Townshend forced to retreat from Ctesiphon to Kut-el-Amara.
Dec.	2	Monastir captured by Central Powers.
Dec.	**3**	**United States demanded recall of Captain Boy-ed, German Naval attaché, and Captain von Papen, military attaché. They were recalled December 10.**
Dec.	9	Allied retreat in Macedonia.
Dec.	15	Sir Douglas Haig succeeded Sir John French in command of British Army in France and Flanders.
Dec.	19	British withdrew from Anzac and Suvla Bay on Gallipoli.
Dec.	21	Robertson became British Chief of Staff.

1916

Jan.–Mch.		Cruise of the German *Moewe*.
Jan.	13	Cettinje, capital of Montenegro, fell.
Feb.	9	General Smuts appointed to East Africa.
Feb.	10	German note to neutral powers that armed merchant ships will be sunk without warning.
Feb.	**15**	**Secretary Lansing stated that commercial vessels had right to carry arms in self defense.**
Feb.	16	Russians captured Erzerum. German Kamerun (Africa) conquered.
Feb.	**16**	**German note acknowledged liability in "Lusitania" affair.**
Feb. 21–July		Battle of Verdun.
Mar.	8	Germany declared war on Portugal.
Mar.	**8**	**German ambassador sent memorandum claiming that submarines were not bound by international law.**
Mar.	16	Admiral von Tirpitz dismissed.
Mar.	**24**	**French ship "Sussex" torpedoed without warning, about 80 people, including some Americans, were killed or wounded.**
Apr.	**10**	**German note on sinking of "Sussex."**
Apr.	18	Russians captured Trebizond on the Black Sea.
Apr.	**18**	**United States note told Germany that unless present methods of submarine warfare were abandoned, diplomatic relations would be severed.**
Apr.	**19**	**President Wilson addressed Congress on relations with Germany.**
Apr.	24	Rebellion broke out in Ireland.
Apr.	29	General Townshend surrendered to Turks at Kut-el-Amara.
May	**4**	**German note acknowledged sinking of "Sussex."**
May	**8**	**United States note in reply to German note of May 4 stated that United States would not make German fulfillment of United States conditions dependent upon negotiations between United States and other powers.**
May 14–June	3	Austrians attack Italians through Trentino.
May	24	British conscription bill passed.
May	31	Naval battle off Jutland.

June 4–30 General Brusiloff led Russian offensive in Volhynia and Bukovina.
June 5 Lord Kitchener lost at sea.
June 6 Cadorna made Italian Commander-in-Chief.
June 14 Allied Economic Conference at Paris.
June 21 Mecca taken by Grand Sherif.
June 21 United States demanded apology and reparation because of German attack on American ship "Petrolite."
July 1–Nov. Battle of the Somme.
Aug. 6–Sept. Italian offensive on Isonzo.
Aug. 9 Italians captured Gorizia.
Aug. 27–Jan. 15 Roumania entered war on side of Allies and is crushed by Jan. 15.
Aug. 27 Italy declared war on Germany.
Aug. 28 Von Hindenburg made German Chief of Staff.
Sept. 15 First use of tanks by British.
Oct. 7 German submarine sinks British steamer off American coast.
Oct. 10 Allied ultimatum to Greece.
Oct. 28 British steamer "Marina" sunk without warning. Six Americans lost.
Nov. 18 Serbians and French captured Monastir.
Nov. 21 Charles I succeeded Francis Joseph as Emperor of Austria.
Nov. 29 United States protested against Belgian deportations.
Nov. 29 Sir David Beatty took command of British Grand Fleet.
Dec. 5 Asquith ministry fell; Lloyd George new Prime Minister.
Dec. 12 German "peace proposals."
Dec. 13 Joffre relieved by General Nivelle.
Dec. 14 British ship "Russian" sunk in Mediterranean by submarine, 17 Americans being lost.
Dec. 20 President Wilson's peace note.
Dec. 26 German reply to President Wilson's peace note.
Dec. 30 German peace offer refused by allies as "empty and insincere."

1917

Jan. 1 Turkey denounced Berlin Treaty.
Jan. 10 Allied governments stated peace terms, demanding from Germany "restoration, reparation, indemnities."
Feb. 1 Germany began "unrestricted" U-boat warfare.
Feb. 3 American broke with Germany and dismissed Bernstorff.
Feb. 24 General Maude retook Kut-el-Amara.
Feb. 26 President Wilson asked authority to arm merchant ships.
Feb. 28 "Zimmermann note" made public.
Mar. 11 British captured Bagdad.
Mar. 12 Revolution in Russia.
Mar. 15 Czar Nicholas abdicated. Provisional government by "Constitutional Democrats" under Prince Lyov and Milyukov.
" 17–19 Germans retire to "Hindenburg Line" on Arras-Soissons front.

Mar.	21	First British Imperial War Cabinet.
Mar.	**22**	**United States formally recognized new Russian Government.**
Mar.	**24**	**American minister and Relief Commission withdrawn from Belgium.**
Apr.	**6**	**"State of War" declared by United States as existing with Germany.**
Apr.	**8**	**Austria-Hungary severed relations with United States.**
Apr. 9– May	14	Battle of Vimy Ridge (British).
Apr. 16– May	6	French fought in battle of Aisne between Soissons and Rheims.
Apr.	**21**	**Turkey severed relations with United States.**
May	**4**	**American destroyers began to coöperate with British navy.**
May 15– Sept.	15	Italian offensive on the Isonzo front.
May	15	General Pétain succeeded General Nivelle as French Commander in Chief.
May	17	Russian Government reconstructed. Kerensky became minister of war.
May	**18**	**Selective service act passed in the United States.**
June	**3**	**"Root Mission" landed at Vladivostok.**
June	7	British blew up Messines Ridge, south of Ypres.
June	12	King Constantine of Greece forced to abdicate.
June	**14**	**General Pershing and staff landed in France.**
June	**15**	**First Liberty Loan; 2 billion offered, over 3 billion subscribed.**
June	**26**	**First American troops landed in France.**
June	29	Greece entered war against Central Powers. General Allenby made commander in Egypt.
July	1	Last Russian offensive begun by Kerensky in Galicia.
July	14	Bethmann-Hollweg dismissed as German chancellor; succeeded by Dr. George Michaelis.
July	20	Kerensky succeeded Prince Lyov as Premier.
July	24	Russians defeated in Galicia.
July	30	Mutiny in German fleet in Wilhelmshaven and Kiel.
" 31–Nov.		Allied battle of Flanders.
Aug.	**10**	**Food and fuel control bill passed by Congress.**
Aug.	16	Hill 70 (Loos) captured by Canadians.
Aug.	**27**	**President Wilson replied to peace note of Pope Benedict, dated Aug. 1.**
Sept.	3	Germans captured Riga.
Sept.	**8**	**"Spurlos Versenkt" dispatches made public.**
Sept.	15	Russian republic proclaimed.
Oct. 14– Dec.		German-Austrian counter drive into Italy, resulting in crushing defeat of Caporetto.
Oct.	17	Russians defeated in naval battle in Gulf of Riga.
Oct.	24	Italians defeated at Caporetto. Cadorna succeeded by General Diaz.
Oct.	26	Brazil declared war on Germany.
Oct.	**27**	**Second Liberty Loan; 3 billion offered, over 4 billion subscribed.**
Oct.	30	Michaelis dismissed as German chancellor; succeeded by Count Hertling.
Nov.	1	Germans retreated from Chemin des Dames.
Nov.	**3**	**First clash between American and German soldiers near Bathlemont.**

Nov.	7	Bolsheviki overthrew Kerensky. Lenine and Trotsky in power.
Nov.	13	Clemenceau succeeded Ribot as French Premier.
Nov.	16	British in Palestine took Jaffa.
Nov.	18	General Maude died in Mesopotamia.
Nov. 20–Dec.	13	Battle of Cambrai.
Nov.	**29**	**First plenary session of Interallied War Council in Paris.**
Dec.	**6**	**United States destroyer "Jacob Jones" sunk by submarine, with loss of 60 American men.**
Dec.	6	Munitions explosion wrecked Halifax.
Dec.	6–9	Revolt overthrew pro-Ally administration in Portugal.
Dec.	**7**	**United States declared war on Austria-Hungary.**
Dec.	11	British under General Allenby captured Jerusalem.
Dec.	15	Armistice on Russian front signed.
Dec.	**28**	**McAdoo, as Director General, took over railroads by Presidential proclamation.**

1918

Jan.	**7**	**United States Supreme Court declared Selective Service Act constitutional.**
Jan.	**8**	**President Wilson set forth United States war aims in the "14 points" speech.**
Jan.	20	*Breslau* sunk by British in Dardanelles and *Goeben* forced to run aground.
Jan.	**24**	**Hertling replied to President Wilson's War Aims speech.**
"	28–29	German air raid on London. Revolution in Finland. "White" and "Red" Guards in conflict.
Jan.	30	German air raids on Paris.
Feb.	1	Germany recognized Government of Ukraine.
Feb.	**3**	**American troops officially announced on Lorraine front, near Toul.**
Feb.	**5**	**British transport "Tuscania" torpedoed off Ireland, 2,179 American troops on board, 211 of them lost.**
Feb.	**6**	**Major General March appointed Acting Chief of Staff.**
Feb.	9	Ukraine made Brest-Litovsk peace with Germany. First peace treaty of the war. Bolsheviki declared war at an end February 10 and ordered demobilization.
Feb.	18	Germany declared Russian armistice at end and invaded helpless Russia.
Feb.	21	British captured Jericho.
Feb.	23	Turkey began Caucasus offensive against Russia.
Mar.	5	Roumania forced to sign preliminary peace treaty with Germany.
Mar.	7	Finland signed peace treaty with Germany.
Mar.	11	Great German air raid on Paris.
Mar.	13	Germans occupied Odessa on Black Sea.
Mar.	**14**	**First concrete ship "Faith" launched on the Pacific coast.**
Mar.	15	Brest-Litovsk treaty (signed by Bolsheviki, March 3) ratified by Soviet Congress at Moscow.
Mar.	18	Allies denounced treaty of Brest-Litovsk and refused to accept its terms.
Mar.	21	First great German drive, the Somme offensive, on fifty mile front from Arras to La Fère begun.

Mar.	28	First long distance Big Bertha Bombardment (distance 70 miles) of Paris. General Foch made Allied Generalissimo.
Apr.	8	Second German offensive on the Lys begun on a 30 mile front.
Apr.	16	Bolo Pasha (condemned February 14) executed by firing squad for treason against France.
Apr.	22	Naval raid on Zeebrugge and Ostend.
May	**4**	**Third Liberty Loan; 3 billion offered, over 4 billion subscribed.**
May	7	Roumania signed peace treaty with Central Powers. Nicaragua declared war on Germany.
May	14	Italians raided Pola Harbor and torpedoed Austrian battleship. Caucasia proclaimed independence. Kaiser recognized independence of Lithuania, allied to Germany.
May	**20**	**Overman bill signed.**
May	**21**	**British transport "Moldavia" sunk with loss of 53 American soldiers.**
May	**25**	**German submarines began attack off American coast, sinking 19 coastwise vessels.**
May	27	Third German offensive along Aisne begun on 30 mile front.
May	**28**	**Americans captured and held Cantigny.**
May	**31**	**United States transport "President Lincoln" sunk on return trip to United States, with loss of 23 lives.**
May	31	Germans reached the Marne.
June	**1**	**Germans held at Château-Thierry by Americans.**
June	9	Fourth German offensive begun on 16 mile front between Noyon and Montdidier on the Oise.
June	**11**	**United States forces took Belleau Wood.**
June	15	Austrian offensive against Italy begun.
June	23	Austrians terribly defeated and driven back across Piave River with great loss.
July	**1**	**American transport "Covington" homeward bound sunk off French coast with loss of 6 lives.**
July	**3**	**General March announced that over 1,000,000 American soldiers were overseas.**
July	**4**	**President Wilson's Mt. Vernon speech.**
July	**11**	**American supply ship "Westover" torpedoed with loss of 10 lives.**
July	15	Fifth and last German offensive begun in Champagne on 50 mile front. Second battle of the Marne.
July	16	Ex-Czar shot. Austrian Premier, Burian, stated that Austria accepted United States' terms and was ready to discuss peace.
July	17	Duval, editor of *Bonnet-Rouge*, executed for treason, in Paris.
July	**18**	**Foch's Franco-American counter-attack begun. The Aisne-Marne Battle.**
July	**19**	**American cruiser "San Diego" sunk off coast of United States with loss of 8 lives.**
July	22	Honduras declares war on Germany.
July	**31**	**President Wilson took over telephone and telegraph lines.**
Aug.	2	Soissons recaptured.
Aug.	8	British counter attack begun before Amiens.
Aug.	29	Bapaume and Noyon recaptured.
Sept.	1	Péronne regained.

Sept.	**12–13**	**American success at St. Mihiel.**
Sept.	15	Austrian peace note.
Sept.	17	Allied Macedonian offensive begun.
Sept. 19–Oct.	31	British offensive in Palestine.
Sept.	25	Bulgaria proposed armistice.
Sept.	**26**	**Argonne-Meuse Battle begun.**
Sept.	27	Hindenburg Line broken.
Sept.	29	Bulgaria surrendered.
Sept.	30	Damascus captured.
Oct.	4	King Ferdinand of Bulgaria abdicated.
Oct.	**7**	**Austrian note to President Wilson.**
Oct.	**8**	**First German note to President Wilson.**
Oct.	9	Cambrai retaken.
Oct.	**12**	**Second German note to President Wilson.**
Oct.	13	French recaptured Laon.
Oct.	17	Ostend, Lille, and Douai retaken.
Oct.	20	Belgian coast cleared of Germans.
Oct.	**21**	**President Wilson's note to Austria. Third German note.**
Oct.	23	Italian offensive begun.
Oct.	24	Jugo-Slav state proclaimed.
Oct.	25	Ludendorff resigned.
Oct.	26	Allies captured Aleppo.
Oct.	27	Austria begged for peace.
Oct.	**27**	**Germany's fourth note to President Wilson.**
Oct.	28	Italians crossed Piave River. Czecho-Slovak State proclaimed.
Oct.	**29**	**Second Austrian note to President Wilson.**
Oct.	31	Turkey surrendered.
Nov.	1	Versailles conference opened.
Nov.	3	Austria surrendered. Mutiny at Kiel.
Nov.	4	Versailles armistice agreement made.
Nov.	**5**	**President Wilson's reply to fourth German note.**
Nov.	**6**	**Americans reached Sedan.**
Nov.	7	Bavarian Republic proclaimed.
Nov.	9	Kaiser abdicated. Berlin revolution. State of Würtemberg proclaimed.
Nov.	10	Kaiser fled to Holland.
Nov.	11	Germany surrendered and accepted terms of Armistice.
Nov.	12	Emperor Charles of Austria abdicated.
Nov.	17	State of Hungary proclaimed.

A MILITARY STATISTICAL SUMMARY

The men who served

1. When we entered the World War we had 200,000 in our Army and National Guard. When the war ended nearly 4,000,000 had served in the Army and 800,000 in the Navy. About 5 per cent. of every 100 American citizens had enrolled. In our Civil War ten out of every 100 Americans enrolled on the Northern side and the percentage was greater in the South.

2. In the physical examinations the States of the Middle West made the best showing. Country boys did better than city boys; whites better than blacks; and native born better than foreign born.

3. There were over 200,000 officers in our army at the end of the war.

4. Soldiers furnished by States, with casualties:

State	*Soldiers*	*Casualties*	*Deaths*
New York	367,864	40,222	9,197
Pennsylvania	297,891	35,042	7,898
Illinois	251,074	18,264	4,260
Ohio	200,293	16,007	4,082
Texas	161,065	10,133	2,722
Michigan	135,485	10,369	2,751
Massachusetts	132,610	13,505	2,955
Missouri	128,544	10,385	2,562
California	112,514	6,650	1,747
Indiana	106,581	5,756	1,510
New Jersey	105,207	10,166	2,367
Minnesota	99,116	7,323	2,133
Iowa	98,781	7,311	2,161
Wisconsin	98,211	9,813	2,649
Georgia	85,506	4,425	1,530
Oklahoma	80,169	6,358	1,471
Tennessee	75,825	6,190	1,836
Kentucky	75,043	5,380	1,436
Alabama	74,678	5,160	1,251
Virginia	73,062	6,130	1,635
North Carolina	73,003	5,799	1,610
Louisiana	65,988	2,160	823
Kansas	63,428	5,182	1,270
Arkansas	61,027	2,658	883
West Virginia	55,777	4,018	1,003
Mississippi	54,295	2,303	904
South Carolina	53,482	3,919	1,138
Connecticut	50,069	6,625	1,265
Nebraska	47,805	3,041	855
Maryland	47,054	3,812	975
Washington	45,154	3,070	877
Montana	36,293	3,443	934
Colorado	34,393	1,759	537
Florida	33,331	1,171	467
Oregon	30,116	1,577	512
South Dakota	29,686	1,867	554
North Dakota	25,803	2,560	700
Maine	24,252	2,090	518
Idaho	19,016	1,351	409
Utah	17,361	1,006	302
Rhode Island	16,861	1,562	355
Porto Rico	16,538	11	1
District Columbia	15,930	773	202
New Hampshire	14,374	1,535	358
New Mexico	12,439	860	228
Wyoming	11,393	676	233
Arizona	10,492	557	150
Vermont	9,338	1,170	300
Delaware	7,484	303	87
Hawaii	5,644	13	4
Nevada	5,105	250	71
Alaska	2,102	15	6
A. E. F.	1,499		
Not allocated	1,318		
Philippine Is.	255	7	3
Canal Zone		3	2
Totals	3,757,624	302,612	77,118

TRAINING

1. The average American soldier who fought in France had six months' training in the United States, two months' overseas before entering the line, and one month in a quiet sector before going into battle.

2. Most soldiers received their training in infantry divisions which are our typical combat units and consist of about 1,000 officers and 27,000 men.

3. Forty-two divisions were sent to France.

4. More than two-thirds of our officers were graduates of the officers' training camps.

5. France and England sent us nearly 800 specially skilled officers and non-commissioned officers as instructors.

TRANSPORTATION AND SUPPLIES

1. During our 19 months of war more than 2,084,000 American soldiers were carried to France.

2. Most of our troops who sailed for France left from New York. Half of them landed in England and the other half in France.

3. Of every 100 Americans that went over, 49 went in British ships, 45 in American ships, 3 in Italian, 2 in French and 1 in Russian ships that were under English control.

4. Our cargo ships averaged 1 complete trip every 70 days and our troop ships one complete trip every 35 days.

5. The cargo fleet was almost exclusively American. It reached the size of 2,700,000 deadweight tons and carried to Europe about 7,500,000 tons of cargo.

6. The greatest troop-carrier among all ships has been the *Leviathan*, which landed 12,000 men, or the equivalent of a German division, in France every month.

7. The fastest transports were the *Great Northern* and the *Northern Pacific* which made complete "turnarounds" in 19 days. The cycle of operations is termed a "turnaround," and is not complete until the vessel has taken its load over, discharged it, returned, reloaded and actually started on another trip.

8. American engineers built in France 17 new ship berths, 1,000 miles of standard gauge track and 125 miles of narrow gauge track.

9. The signal corps strung in France 100,000 miles of telephone and telegraph wire, over which 47,000 telegrams were sent in one day.

10. Prior to the armistice 40,000 trucks were shipped to the forces in France, yet the A. E. F. never had enough.

11. During the 6 months of hard fighting from June to November, each enlisted man received on the average:

Slicker and overcoat, every 5 months
Blanket, flannel shirt and breeches, every 2 months
Coat every 79 days
Shoes and puttees, every 51 days
Drawers and undershirt, every 34 days
Woolen socks, every 23 days

ARMS

1. When war was declared we had 600,000 rifles and when it ended 2,500,000.

2. The entire number of American-machine-guns produced to the end of 1918 was 227,000.

3. American production of small arms ammunition amounted to approximately 3,500,000,000 rounds, of which 1,800,000,000 were shipped overseas.

4. When war was declared we had sufficient light artillery to equip an army of 500,000, and shortly found ourselves confronted with the problem of preparing to equip 5,000,000 men.

5. To meet the situation we used our light artillery equipment for training purposes at home and bought British and French artillery for the A. E. F., shipping them in return an equivalent of steel, copper and other raw materials.

6. However, before April, 1919, our plants turned out 3,000 guns which was equal to the number we purchased from the British and French.

7. So far as the Allies were concerned, the World War was in large measure fought with American powder and high explosives.

8. In round numbers, we had in France 3,500 pieces of artillery, of which nearly 500 were made in America, and we used on the firing line, 2,250 pieces, of which over 100 were made in America.

AIRPLANES, MOTORS, AND BALLOONS

1. On the declaration of war we had 55 training airplanes, of which 51 were classified as obsolete and the other 4 as obsolescent.

2. When we entered the war the Allies made the designs of their planes available to us and before the end of hostilities furnished us from their own manufacture 3,800 service planes.

3. We sent more than 5,000 pilots and observers overseas.

4. There were produced in the United States up to November 30, 1918, more than 8,000 training planes, and more than 16,000 training engines.

5. The De Haviland-4 observation and day bombing plane was the only plane the United States put into quantity production. Before the signing of the armistice 3,227 had been completed and 1,885 shipped overseas.

6. The production of the 12-cylinder Liberty engine was America's chief contribution to aviation. Before the armistice 13,574 had been completed and 4,435 shipped to the expeditionary forces and 1,025 delivered to the Allies.

7. The first flyers in action wearing the American uniform were members of the Lafayette Escadrille, who were transferred to the American service in December, 1917.

8. American air squadrons played important rôles in the battles of Château-Thierry, St. Mihiel and the Argonne-Meuse. They brought down in combat 755 enemy planes, while their own losses of planes numbered only 357.

TWO HUNDRED DAYS OF BATTLE

1. Two out of every three soldiers who reached France, took part in battle. The number who reached France was 2,084,000 and of these 1,390,000 saw active service at the front.

2. American divisions were in battle for 200 days and engaged in 13 major operations.

3. From the middle of August until the end of the war the American divisions held during the greater part of the time a front larger than that held by the British.

4. In October the American divisions held 101 miles of line, or 23 per cent. of the entire western front.

5. On the 1st of April the Germans had a superiority of 324,000

in rifle strength. Due to American arrivals the Allied strength exceeded that of the Germans in June and was more than 600,000 above it in November.

6. In the Battle of St. Mihiel, 550,000 Americans were engaged, as compared with about 100,000 on the northern side in the Battle of Gettysburg. The artillery fired more than 1,000,000 shells in 4 hours, which is the most intense concentration of artillery fire recorded in history.

7. The Argonne-Meuse Battle lasted 47 days, during which 1,200,000 American troops were engaged.

8. The American Army casualties in the war were:

Killed in action	34,248
Died of disease	23,430
Died of wounds	13,700
Died of accident	2,019
Drowned	300
Suicide	272
Murder or homicide	154
Executed by sentence General Court Martial	10
Other known causes	489
Causes undetermined	1,839
Presumed dead	650
TOTAL DEAD	77,111
Prisoners unaccounted for	15
Prisoners died	147
Prisoners repatriated	4,270
TOTAL PRISONERS	4,432
Wounded slightly	91,189
Wounded severely	83,390
Wounded degree undetermined	46,480
TOTAL WOUNDED	221,059
Missing in action	3
GRAND TOTAL	302,605

HEALTH AND CASUALTIES

1. Of every 100 American soldiers and sailors who served in the war with Germany, 2 were killed or died of disease during the period of hostilities.

2. The total battle deaths of all nations were greater than all the deaths in all the wars in the previous 100 years.

3. Russian battle deaths were 34 times as heavy as those of the United States, those of Germany 32 times as great, the French 28 times and the British 18 times as large.

4. The number of American lives lost was 87,265, of which about 10,000 were in the Navy and the rest in the Army and the Marines attached to it.

5. In the American Army the casualty rate in the infantry was higher than in any other service and that for officers higher than for men.

6. For every man killed in battle 6 were wounded.

7. Five out of every 6 sent to hospitals on account of wounds were cured and returned to duty.

8. In the expeditionary forces battle losses were twice as large as deaths from disease.

9. In this war the death rate from disease was lower and the death rate from battle was higher than in any other previous American war.

10. Pneumonia killed more soldiers than were killed in battle. Meningitis was the next most serious disease.

A MILLION DOLLARS AN HOUR

1. The war cost the United States more than $1,000,000 an hour for over 2 years.

2. The direct cost was about $22,000,000,000 or nearly enough to pay the entire cost of running the United States Government from 1791 up to the outbreak of the European war.

3. Our expenditures in this war were sufficient to have carried on the Revolutionary War continuously for more than 1,000 years at the rate of expenditure which that war actually involved.

4. During the first 3 months our war expenditures were at the rate of $2,000,000 per day. During the next year they averaged more than $22,000,000 a day. For the final 10 months of the period, from April, 1917, to April, 1919, the daily average was over $44,000,000.

5. The three nations spending the greatest amounts were Germany, Great Britain and France in that order. After them came the United States and Austria-Hungary with substantially equal expenditures.

6. The United States spent about one-eighth of the entire cost of the war and something less than one-fifth of the expenditures of the Allied side.

VERDUN

German attack in the Verdun Sector in 1916

To those who desire to go into the details of the fighting around Verdun, the following summary of events will serve as a guide:

This sector was considered as quiet; there was no continuous line of trenches but a series of centers of resistance connected by thick entanglements. The garrison of the sector was rather light. Through spies and aërial reconnaissance the French began to foresee an attack in January; the works were hurried, however, and the sector was not very strong when the Germans started their offensive.

1916

February:

21 After a heavy bombardment, attack on a frontage of 4 kilometers from Haumont Wood to Herbebois.
22 Brabant, Herbebois and Haumont Wood are taken.
23 Haumont is evacuated, Caures Wood is lost.
24 Beaumont and Brabant are abandoned.
26 Douaumont Fort is taken.
27 Talou Crest is abandoned.

There was no further attack beyond Douaumont but the French, expecting a push on the Woevre Lines (further to the west), ordered those on the Hauts de Meuse to be evacuated; this was done from February 24 to 27 without having been noticed by the Germans.

March:

1–4 Unsuccessful attacks on the villages: Douaumont, Haudremont, Vaux and Hardaumont. Up until now the Germans had pushed on the right bank of the Meuse; to keep on pushing there they were obliged to advance their lines on the left bank to avoid enfilade fire. The bombardment of the left bank

March positions started on March 1st. (Mort-Homme, Cote de l'Oie, Malancourt.)
5 Assault is made: Forges is taken.
6–7 Violent but unsuccessful attacks against Bethincourt and Mort Homme.
9–10 Fierce fights for Corbeaux Wood. At the same time the fight had been resumed on the right bank.
7, 8, 9 Violent fighting between Douaumont and the village Vaux.
10 The Germans succeeded in hanging on to the plateau defended by Fort de Vaux.
16–18 Terrible fights around fort and village of Vaux. After a halt on the left bank the fight was resumed.
20–22 Bombardment between Malancourt and Avocourt followed by heavy attack supported by flame-throwers.

April:
2 Bombardment between Thiaumont and Damloup followed by an extremely violent attack: French front is broken in its center and the Germans are stopped on the railroad line Fleury-Vaux.
9 Crown Prince offensive on Fort of Vaux, Caillette Wood, unsuccessful. During end of April and throughout May this attack was resumed but on a smaller scale: always great number of men and guns, but local operations. French lost successively: Thiaumont, Fleury, Caillette Wood and the line stabilized in front of Fort de Souville and at Chapelle St. Fime.
The situation was very serious: From Souville there was 10 minutes' walk to reach the last heights dominating Marceau and Chevert Barracks and Faubourg Pave.
From this point it was possible to regulate fire on the Meuse bridges.

May:
The French deliver an attack on Douaumont Fort which was taken, and retaken afterwards by the Germans.

June:
1 Efforts renewed against Vaux Fort.
2 The Fort is encircled.
3 Taking of the Fort.
23 General attack on the right bank; small advance.

July:
13 Big and last German attack: Failure. A platoon enters Souville Fort but is taken prisoner. At the same moment July 1st, the Allies started a big offensive in Somme Sector.

August and September:
French deliver lots of local attacks to get better positions, straighten their lines and also to retain German forces which thus could not be sent to the Somme Front.

GENERAL INFORMATION

MEANS OF COMMUNICATION: There are three railroads going to Verdun.
(a) From Nancy: it was cut at St. Mihiel.
(b) From Ste. Menehould: it was cut at Aubreville the day of the attack by shells and afterwards was all the time under bombardment.
(c) Narrow gauge railroad: "Petit Meusien" from Bar le Duc.

As it was impossible to use these railroads, all of the troops, supplies and ammunition were brought up by trucks (1,500 every day). The road used is called "Voie Sacree" ("The Sacred Road") and runs from Bar le Duc through Souilly and Lesmes. Later on a railroad was built to Dugny.

DETRAINING POINTS: (Where men got off trains or trucks.)
Trucks: Nixeville.
Train: Dugny.
The troops used to march to Verdun where they were billeted in the Citadel Barracks, Marceau, Beveau, etc., and in cellars.
Here they had to get 4 days' rations before going up to the sector.

RELIEF ROUTES ON THE RIGHT BANK:
(a) Sector from Meuse to Haudremont: Belleville village, Belleville Fort, Bras Road.
(b) Sector from Haudremont to Fleury: Belleville village, Belleville Fort, Froide Terre Crest, Ravin des Vignes.
(c) Sector from Fleury to Hauts le Meuse: Faubourg Pave, Fort St. Milhel or Fort Souville and Fort Tavannes.

The most terrible fights took place in the following areas:
(a) Limited by forts of Vaux, of Douaumont, Cote du Poivre and fort de Souville, Fleury, Thiaumont Works.
(b) Mort Homme and Hill 304.

CHARACTERISTICS OF THIS ATTACK:
February: Attacks on a rather large frontage (10 kilometers), alternating between the right and left bank of the Meuse.
March: Open warfare: a few trenches rapidly destroyed by a hurricane bombardment.
April: Frontages of attack get more and more narrow.
May–June: Local and narrow attacks, but with great power.
July–August: Lines are stabilized, but no trenches.
Up until the offensive of December it was impossible to dig trenches; men were located in shell holes.
Movements impossible during the daytime.
Relief and supplying: were made during the night with heavy losses on account *of a continuous barrage in the ravines.*
It was very difficult to dig dugouts. Some small concrete dugouts were used on the following routes:
(a) From Froideterre to Douaumont.
(b) From Souville to Vaux.
It was the triumph of concrete dugouts.

FRONTAGE OF ATTACK:
At the beginning:
10 kilometers right bank
⅝ kilometers left bank
Before the attack the nearest point of the German line was at about 8 miles from Verdun.
At the end of the German attack—½ mile.

THE VICTORY OF VERDUN

(October 24 and December 15, 1916)

While the battle of the Somme was coming to an end, General Nivelle was preparing a series of operations at Verdun which were to destroy in the space of a few hours, that territorial profit which eight months of a bloody offensive had given up to the army of the Crown Prince.
Oct. 24, 1916: Capture of Douaumont, Thiaumont, La Caillette Woods, Fumin Woods and Haudremont.
Oct. 26, 1916: Counter attacks for several days by Germans at Douaumont and Haudremont. All repulsed.
Nov. 2, 1916: Fort Vaux captured.
Nov. 5, 1916: Damloup and town of Vaux captured.

Dec. 15, 1916: Louvemont, Bezonvaux and Vacherauville were captured during a snowstorm.

Aug. 20, 1917: East of Meuse: Champ, Neuville, Champneuville, and Samogneux were captured.

West of Meuse: Hill 304, Mort Homme, Cote de l'Oie and Regneville were captured. The fighting was exceedingly severe on Mort Homme and Hill 304. Several counter attacks were launched against the latter place.

CHAPTER II

CONTAINING a summary of the most important events in French history from 600 years before Christ to the present time; French authors, painters, and sculptors of note, and a few of the most important personages connected with the French Government during the War.

SUMMARY OF IMPORTANT EVENTS IN FRENCH HISTORY

BEFORE CHRIST

At the dawn of history, Gaul, later called France, was already settled by some 400 tribes of Celts, or Gauls, one of the five branches in Europe of the Indo-European race.

600– 123 Various Gallic tribes begin migrations, conquering the Po valley.

387 Gauls sack Rome.

283– 193 Gauls fight continually with Rome, but are gradually conquered. Hannibal stirs them up again against Rome in 218, but to no purpose.

125 Rome makes Gallic territory between the Rhone and the Alps a province (*provincia*) that still keeps the Latin name as Provence.

102 Roman consul, Marius, uncle of Julius Cæsar, defeats Cimbri and Teutons at Aix in Provence.

58– 51 Julius Cæsar conquers and Romanizes the Celts, thus creating a barrier against barbarians that lasted four hundred years. Cæsar defeats the German Ariovistus near Mulhausen in Alsace.

57 Cæsar defeats the Belgian Gauls at Berry-au-Bac near Rheims (from Remi, a Gallic tribe). Later in the year Cæsar defeats the Nervii on the Sambre 3 miles from Maubeuge.

55 Cæsar bridges and crosses the Rhine near Coblence, and in 54 also crosses to England.

52 Cæsar's lieutenant Labienus occupies Lutetia Parisiorum (Paris). Romans defeat Vercingetorix, first national Gallic hero, at Alesia (Alise Ste. Reine near Dijon). He is said to have lived in a cave near Langres with his wife for nine years before being captured by Roman soldiers.

AFTER CHRIST

Gaul under the Romans 50 B. C.—476 A. D.

27 B. C.– 14 A. D. Gaul divided by Augustus into 60 municipalities, with Lugdunum (Lyons) as center of imperial administration. Of the four Roman military roads from Lyons, the one to the north through Châlons, Langres, Toul and Metz to Cologne (Colonia) was especially important.

150– 300	Gaul Christianized. Dionysius (St. Denis) sent from Rome to Lutetia (Paris) in 250.
About 350	Gaul made one of the 3 dioceses of the Prefecture of the Gauls, and divided into 17 provinces.
368	Franks (= the Brave), of German stock, cross the Rhine and devastate valley of the Meuse. They become allies of the Romans.
406	Franks unable to stop invasion of the Burgundians who settled in East Gaul, or of the Visigoths who settled in south Gaul and Spain.
451	The Huns, a Mongol people, whose invasion had pushed other barbarian invasions ahead of them, under Attila, the Scourge of God, after destroying Metz and other cities, are routed near Châlons, 165,000 men being killed in one day. (This exceeds the casualties of any day during the World War.)
476	Western Roman Empire comes to an end.

The Merovingians. 481–752 A. D.

486	Clovis (which grew into Louis), king of the Salian Franks, who lived in Belgium, with the king of Cambrai, defeats the Romans at Soissons.
496	Alemanni (Germans) living near Strasbourg, are defeated by Clovis, who attributed his victory to the God, whom he had invoked before the battle, of his Catholic Christian wife Clotilda, niece of the king of the Burgundians. Clovis accepted orthodox Christianity. He founds the Merovingian dynasty.
511	At death of Clovis his four sons divide his possessions, and continual wars ensue among four rival Frankish kingdoms, with capitals at Paris, Soissons, Metz and Orléans.
639– 752	Merovingians become shadows, while the Mayors of the Palace become the real governors. Pippin (687–714) is succeeded by his son Charles Martel, The Hammer.
732	Charles Martel at Tours saves France by defeating the Mohammedan invaders. Acknowledged as one of the great battles of the world, probably saving Europe to Christianity.

The Carolingians. 752–987

752	Pippin the Short is elected King by sanction of the Pope, and is anointed according to holy custom, becoming the precursor of kings "by the grace of God." He founded the temporal power of the Popes by subduing the Lombards in Italy and giving some of their territory to Pope Stephen II.
800	Charlemagne, who gave his name to the dynasty, the first great figure of the Middle Ages, was crowned "Emperor of the Romans" on Christmas Eve by Pope Leo III. Italy was thus separated from the Eastern Empire, and the Roman Empire was reconstituted, and in the 12th Century it became known as the Holy Roman Empire, lasting until 1806.
843	Treaty of Verdun. Charlemagne's empire divided among his three grandsons into three kingdoms: France (a reduced Gaul losing Rhine as boundary) under Charles the Bald, Germany under Louis, and Italy, plus a strip containing Belgium, Lorraine (from Lotharingia after Lothair), Burgundy and Provence under Lothair, who

kept the title of Emperor. The beginning of the national histories of France, Germany and Italy is marked by this treaty of Verdun.

843– 877 Charles the Bald, the First King of France.

870 Treaty of Mersen. At death of Lothair II his French possessions were taken by Charles and Louis, thus making an East Frankish Kingdom in which *deutsch* was spoken, a West Frankish Kingdom where Romance dialects, derived from Latin, were spoken, and a Kingdom of Italy.

855 Paris besieged by Northmen, who are bought off by King Charles the Fat, despite the courageous defense by Count Odo.

946 Otto of Germany invades France and takes Rheims and Laon, but is forced to give them up. Hugh the Great is Duke of Paris. His son was Hugh Capet.

987 Hugh Capet, one of the many feudal lords of France, becomes king and founds the Capetian dynasty whose royal domain was the duchy of France (*Ile de France* and *Orléanais*).

1000 End of the world expected. Religious revival sets in that leads to Crusades.

1066 William, Duke of Normandy, the most powerful of the vassals of the King of France, conquers England at battle of Hastings, and is crowned King of England at Westminster Abbey on Christmas Day. The famous Bayeux (Normandy) Tapestry, 230 feet long, 18 inches wide, a beautiful strip of colored embroidery, reproduces the campaign of William the Conqueror. Tapestry to be seen in the Public Library of Bayeux.

11th Century France was divided into classes of society: the lords, the clergy, and the serfs. This century saw the height of feudal society with its fiefs and vassals. It was also a period of ardent popular faith. Chivalry rose during this period.

1096 First Crusade. Volunteers from Provence and Lorraine take part.

1119 Nine French Knights assigned quarters in former Temple of Solomon in Jerusalem, and found the Knights Templars.

1147 Louis VII, the Young (1137–1180) takes part in Second Crusade, preached by St. Bernard.

1152 Louis VII divorces Eleanor of Aquitaine, and Henry, Count of Anjou and Duke of Normandy, who became King Henry II, King of England in 1154, marries her. Henry controlled more territory in France than the King of France, having Normandy and Brittany from his great grandfather, William the Conqueror, and Anjou and Maine from his mother, and his wife was heiress to Guienne.

1179 Eldest son of Louis VII, Philip (King 1180–1223), is crowned at Rheims, the "Twelve Peers of France"—six lay, six ecclesiastical—being present.

1190 Philip II undertakes Third Crusade with Richard, the Lion Heart, of England.

1212 Children's Crusade, in which thousands of French children join. Many perish on the way, or are sold into slavery.

1214 Philip II defeats English at Bouvines, near Lille, which indirectly brought about the forced signing of the Magna Charta in England.

1215 The University of Paris is founded.

1248 Louis IX (St. Louis), Hero of the Middle Ages, leads a crusade to Egypt; later in 1270 he leads another crusade (usually called the Seventh), to Tunis, under the walls of which he and most of his army die of a pestilence. St. Louis was the most high-minded, just and charming ruler ever on the throne of France.

1303 France, eldest daughter of the Roman Catholic Church, in a quarrel with Pope Boniface VII, has the backing of the Estates General (the French Congress).

1305 King Philip IV arranges to have Archbishop of Bordeaux chosen head of Church who, as Pope Clement V, abandons Rome, and transfers Holy See to Avignon in Provence. This period in France (1305–1377) later called the "Babylonian Captivity of the Church."

1312 Order of Knights Templars abolished by decree of the Pope.

Capet-Valois Line (1328–1498)

1328 House of Valois, a younger line of the Capets, succeeds to throne in the person of Philip VI. Old line of French kings died out with Charles IV, his daughter and the daughters of his brothers, Louis X and Philip V being excluded from the throne by Salic Law. Edward III, King of England, claimed the French throne through his mother, the sister of the three kings just mentioned. This brought on the one hundred years' war between England and France.

Hundred Years' War 1328 (1337)–1453

1338 First mention of use of gunpowder in France.

1346 Edward III invades France and wins battle of Crecy, where the English long-bow bested the armored knight. Calais surrendered in 1347.

1348 The Black Death ravages France, claiming 80,000 victims in Paris alone. The plague continued for four years.

1356 English under the Black Prince defeat French at Poitiers and capture King John of France. This victory and that of Crecy, demonstrating the superiority of archers to the mailed warriors, contributed greatly to the downfall of feudalism.

1358 Peasant revolt called *Jacquerie* from its leader *Jacques Bonhomme*, later the nickname for a Frenchman of the lower class.

1362 English substituted for French in English courts.

1378 Election of 2 Popes, Urban VI and Clement VII, begins great schism (1378–1417), preparing the way for the Reformation.

1415 100 years' war had died down, but was renewed again by the terrible defeat of the French by the English under Henry V at Agincourt. English capture Rouen in 1419.

1420 By the Treaty of Troyes, Henry V of England becomes Regent and heir of France—marries the daughter of Charles VII of France and celebrates Christmas in Paris.

1429 English continue at will to conquer France, but at the siege of Orléans Jeanne d'Arc suddenly appears and leads the French to victory. She then leads Charles to Rheims, where he is crowned in the cathedral.

1431 Joan of Arc (Jeanne d'Arc) sold by Burgundians to the English, who burned her at the stake in Rouen. Henry VI of England crowned King of France at Notre Dame.

1439 Convention of Estates General at Orléans establishes a standing Army and a fixed taxation.

1450 End of 100 years' war. English retain only Calais and the Channel Islands. Beginning of influence of the Renaissance or revival of learning, extending to the arts, particularly to architecture.

1473 Louis XI begins war against his feudal princes, and succeeds within five years in breaking their power.

1484 Estates General meet at Tours, this being the first really French National Assembly. They form the country into 6 sections: France, Burgundy, Normandy, Aquitaine, Languedoc and Provence.

1491 Charles VIII having added 11 provinces to the crown domains, Burgundy and Picardy among them, by marriage with Anne de Britagne, unites Brittany, the last great fief, to the crown of France.

1494 Italian wars begun by invasion of Italy by the French under Charles VIII, continued by Louis XII. The latter is opposed by the Holy League, composed of the Papacy, Ferdinand of Venice and Henry VIII of England.

1515 Francis I, the King of Gentlemen, reconquers Milan by defeating the Swiss at Marignano.

1517 *Havre* de Grace, one of the ports used by the British and Americans during the World War, chosen as site for new French port.

1519 Francis I of France, Henry VIII of England and Charles of Austria, King of Castile, grandson of Emperor Maximilian of Germany, at the Emperor's death, become rivals for the imperial crown. The electors chose Charles, the 20 year old King of Spain, who had never been in Germany, as the German emperor, who assumed the title as Charles V. Long rivalry between France and Hapsburgs thus begun.

1545 Massacre of Waldensians (an early Protestant sect) by order of Francis I.

1558 Calais, last stronghold of the English in France, is captured by the Duke of Guise.

1560 Beginning of Religious wars, Charles IX (1560–1574). Struggle of Huguenots and States General for religious toleration.

1572 Massacre of St. Bartholomew (Aug. 24) (about 30,000 Huguenots slain). The vacillation and the intrigues of Henry III (1574–1589) instigated by his mother, Catherine de' Medici, finally resulted in his assassination by a Dominican friar at St. Cloud.

House of Bourbon. 1589–1792

1585–1589 War between the 3 Henrys, Henry III, Henry of Navarre (the Huguenot) and Henry of Guise. The king had Guise assassinated, the League against the Huguenots had the king assassinated, and Navarre ascended the throne as Henry IV, first of the Bourbons, who has become notorious because of his statement when he became a Catholic, that "Paris was worth a mass."

1598 Henry IV issued Edict of Nantes, by which Protestants (Calvinists) enjoyed the same political rights as Catholics. Sully, a Calvinist, was his chief minister. During

this reign appeared the "Famous Design of Henry IV," probably written by Sully, aiming at the establishment of a universal Christian republic in Europe, a sort of League of Nations.

1608 The French under Champlain found Quebec.

1610 Henry IV assassinated by Ravaillac. He is succeeded by a son 9 years old, Louis XIII (1610–1643).

1624–1642 Duke of Richelieu, France's greatest minister (Cardinal in 1622, minister in 1629), administers France, breaks power of nobles, makes crown independent of parliament, restores French influence in Italy, Netherlands and Germany, and lays foundation of the power of the great King Louis XIV.

Modern History, 1648—Present

1648 Louis XIV (1643–1715) with Mazarin his minister, and Turenne and Condé, his generals, usher in a new period for France, in which she takes precedence over Spain in European affairs. Peace of Westphalia, which ends the 30 years' war, gives Metz, Verdun and Toul, and all of Alsace, except Strasbourg, to France.

1667 Louis XIV invades Netherlands. In 1672 he seizes Lorraine and crosses Rhine into Holland, but is checked by William of Orange, who opens the sluices of the dykes and floods the country.

1674 Turenne makes famous march across the Vosges from Lorraine to Belfort, and wins battle of Turkheim over the Great Elector, January 5, 1675.

1678 Peace of Nimeguen. France makes restoration to Holland, restores some towns to Spain, but retains Maubeuge, Cambrai, Ypres, and others, thus holding a strong line from Dunkirk to the Meuse. The right of France to Alsace is confirmed.

1681 Seizure of Strasbourg

1685 Revocation of the Edict of Nantes, with bad results to political and commercial life of France. Almost all the Huguenots leave France.

1689 Louis XIV declares war against Spain and England. He appoints de Frontenac governor of Canada.

1697 Peace of Ryswick; a treaty between France and England, Holland and Spain, by which, among other things, France withdrew from right bank of the Rhine, and restored Lorraine to its Duke.

1701 War of the Spanish Succession. Louis XIV, the Bourbon, had married one and Leopold I, the Hapsburg, had married another sister of the childless, brotherless Charles II, King of Spain, wearer of 22 crowns. Charles II, dying in 1700, in his will made Philip, grandson of Louis, his heir. William of Orange, now King of England, at once formed a Grand Alliance of England, Holland, and the Emperor, against the new Philip V. The war was conducted by the Duke of Marlborough and the Austrian Eugene of Savoy (Queen Anne's war in America being part of it). The French were worsted and the war closed by the

1713 Treaty of Utrecht, which made the greatest changes in the map of Europe of any previous treaty. Philip V retained Spain and colonies; Austria received the Spanish, hereafter called Austrian, Netherlands and Naples and Milan (thus giving Austria the hold on Italy which it kept until 1866), England received Nova

Scotia, Newfoundland, the Hudson Bay country and Gibraltar.

1716 John Law founds a private bank in France to pay off the national debt. This failed in 1720, causing a general bankruptcy in France.

1717 Triple Alliance formed between France, England and Holland. Law starts the Mississippi company, which develops into a swindle.
Peter the Great arrives in Paris.

1726 Voltaire is banished from France.

1737 Third treaty of Vienna which closes the War of the Polish Succession marking the success of the Bourbon House in Europe, the growing coolness between Austria and Prussia, and the importance of Russia.

1741 General European War begins.

1748 Peace of Aix-la-Chapelle between Prussia and Sweden. Austria comes out of the war stronger and France weaker. Publication of Montesquieu's *Spirit of Laws.*

1754 French and Indian War in America begun, meant to extend the influence of France but it actually ended to the advantage of England.

1756 Seven Years' War of Frederick the Great. England and Prussia join in guaranteeing each other's territories. England declares war on France, which by treaties of Versailles comes to an understanding with Austria.

1759 In America the French surrender Fort Ticonderoga, Crown Point and Fort Niagara to the English. General Wolfe invades Canada and captures Quebec from the French.

1762 Publication of Rousseau's *Contrat Social.*

1763 Peace of Paris between England and France. France loses nearly all her North American possessions, and both France and England retire from German War. Canada and territory east of Mississippi ceded by France to England; Louisiana ceded to Spain.

1768 French buy Corsica from Genoa. Napoleon Bonaparte born in Corsica in 1769.

1772 French fleet refused entrance to the Baltic by the English.

1774 Louis XVI marries Marie Antoinette, daughter of Emperor Francis and Maria Theresa of Austria.

1777 Benjamin Franklin arrives at Versailles. Lafayette and other French volunteers secretly join the Americans.

1778 France signs treaty of alliance and commerce with Americans. D'Estaing sails with a French fleet to New York.

1782 French fleet in West Indies defeated by English Rodney, thus saving Jamaica and West Indian Islands for England.

1783 France and Spain by treaty of Versailles conclude the war with England, which also is compelled to recognize independence of the 13 colonies in America.

1785 The mysterious affair of the Diamond Necklace. A great scandal connected with the theft of the wonderful necklace meant for du Barry, Louis XV's mistress, but which was bought by or for the Queen, Marie Antoinette, who was an Austrian. The theft and the trial, etc., made much ill repute for the court and was one of the things used in creating the feeling that brought on the French Revolution.

The French Revolution

1789 May 5: Estates General meet; June 17: Deputies of Tiers État (Third Estate) which had been given a double representation by Necker in 1788, declare themselves the National Assembly, are forced to adjourn to Tennis Court at Versailles June 20, and spend many days discussing the "Rights of Man."
July 14: Fall of the Bastille.
October 5–6: King, royal family and Assembly move to Paris.
November 2: Mirabeau's motion carried that the goods of the Church are the property of the Nation. November 12: France divided into 80 equal departments.

1790 June: Titles of aristocracy abolished; October: Fleet at Brest mutinies and French Navy becomes disorganized.

1791 June 20–21: Royal flight to Varennes fails and King is brought back to Paris.
September 4: King accepts Constitution.

1792 France declares war against Austria (April 20) and Prussia (July 8); August 10: Louis XVI deposed, monarchy falls
September 20: Convention established.
October: Struggle between Girondins (conservatives) and Jacobins (radicals) begins.

1793 January 21: Louis XVI as "Citizen Louis Capet" and his Queen guillotined.
February 1: France declares war on England and Holland.
March: France declares war on Spain.
June 2: Overthrow of Girondins and beginning of

Reign of Terror

Inaugurated by Danton, Marat and Robespierre

1794 French fleet defeated by Howe (June 1), but France wins successes on land. Robespierre falls and Reign of Terror ends July 27.

1795 France makes treaty of Basle with Prussia (April) and treaties with Holland (April), Sweden (May) and Spain (July).
October 5: Insurrection of royalists put down by Napoleon.

Directory 1795 (*Nov.*) –1799

1796 Bonaparte assumes command in Italy and wins successes.

1797 Napoleon continues his victories.

1798 February: Roman republic proclaimed; April: Helvetian Republic established; July 21: Bonaparte at Battle of Pyramids becomes master of Egypt; August 1: Nelson destroys French fleet at battle of the Nile; December: England and Russia form alliance.

1799 November 9: Revolution of 18th Brumaire (one of the new months) makes Bonaparte ruler of France; December 24: Constitution of Year VIII establishes the Consulate, with Napoleon as First Consul.

1800 June 14: Bonaparte in one day at Marengo reconquers Italy; December: Brest blocked by English and Napoleon adopts Antwerp as his chief dockyard.

1801 February 9: Treaty of Lunéville, result of Emperor

Francis begging for peace, marks destruction of Holy Roman Empire. The Rhine is set as eastern boundary of France; France withdraws from Egypt.

1802 Bonaparte appointed First Consul for life. He declares Elba a French Island.

1803 France sells Louisiana to the United States. Code Napoleon.

1804 May 18: Bonaparte becomes

Napoleon I, 1804–1815

1805 Battle of Trafalgar (October 21) breaks Napoleon's offensive plans against England; on land he utterly defeats the Russians and Austrians at Austerlitz (December 2).

1806 Battle of Jena. French enter Berlin October 25, and Warsaw, December 15.

1807 By Treaty of Tilsit Napoleon and Alexander combine against Europe.

1808 Joseph Bonaparte made King of Spain and Murat King of Naples.

1810 Napoleon annexes North Germany and affronts Alexander.

1812 Napoleon declares war on Russia.

1813 Battle of Leipzig (Oct. 16–19) in which French are defeated.

1814 Allies win battle of Paris (March 30) and occupy it. Napoleon abdicates April 6. The Restoration. Louis XVIII enters Paris May 3.

1815 Napoleon escapes from Elba and lands in France March 1. The HUNDRED DAYS. Waterloo, June 18. Second restoration of Louis XVIII. Napoleon sent to St. Helena, August 8.

1821 Death of Napoleon (May 5).

1827 National Guards disbanded by Charles X (1824–1830) for demanding Charter of 1815 and Liberty of the Press.

1830 "July Revolution" (July 27–29). Charles X abdicates and Louis Philippe is raised to throne.

1830–1847 French War against Algiers.

1831 Independence of Belgium recognized.

1832 French invade Belgium and capture Antwerp.

1838 France declares war on Mexico.

1839 Daguerre invents the photograph.

1840 The body of Napoleon transferred from St. Helena and publicly buried at Hôtel des Invalides in Paris, December 15.

1848 "February Revolution." Louis Philippe abdicates and a republic is proclaimed and Louis Napoleon elected President of Second Republic (1848–1852).

1852 French sanction restitution of the Empire and proclaim Napoleon as Emperor.

1852–1870 Second French Empire.

1854–1856 Crimean War of France and England against Russia; they compel Otho of Greece to abandon his Russian alliance.

1859 France siding with Sardina declares war on Austria.

1861 France declares her neutrality (June 11) in the Civil War in America.

1862 France continues war against Mexico after the withdrawal of England and Spain from further coöperation.

1863	French conquer Mexico and offer its sovereignty to Maximilian, Archduke of Austria, who accepts April 10, 1864.
1865	Napoleon arranges with Bismarck to allow Prussia and Italy to unite against Austria. United States demands and obtains recall of French troops from Mexico. Maximilian executed in Mexico, June 19, 1867.
1867	Napoleon fails to get Luxemburg owing to Prussian intervention.
1870–1871	Franco-Prussian War.
1870	France declares war July 17; Napoleon and his Army surrender at Sedan, September 2; Third Republic proclaimed September 4.
1871	Paris surrenders January 30; National Assembly elected in February to make peace with Germany. Parisian populance, the Communards, thought assembly intended to restore monarchy and for two months there was terrible street fighting and disorder in Paris. The Assembly was victorious. Treaty of Frankfort, May 10, closes war.

Wars of France 1815–1871

1827–1829	War against Turkey.
1830–1847	War in Algiers.
1838–1839	War against Mexico.
1844	War with Morocco.
1854–1856	War against Russia.
1858	War against China.
1859	War against Russia.
1861–1867	War in Mexico.
1870–1871	War against Prussia.
1875	National Assembly passed laws organizing a government. Monarchists quarreled, the so-called legitimists wishing to restore the elder Bourbon line, and the Orleanists their line. The Army and Church centers of Royalist influence.
1881	France conquers Tunis, forestalling Italy, which angered Italy and made her join Germany and Austria in the Triple Alliance.
1890	Boulanger affair.
1891	Dual alliance between France and Russia formed to offset Triple Alliance of 1882.
1895	Dreyfus case.
1898	Fashoda affair in Africa made France and England bitter at each other.
1900	Univeral Exposition at Paris.
1904	*Entente Cordiale* established between France and England through diplomacy of Edward VII.
1905	France opposed by Germany in Morocco. Algeciras Conference. Religious Concordat abrogated by France.
1907	Triple Entente established.
1911	The Agadir incident almost brings war between France and Germany. France gave up some of the Congo to Germany.
1914–1918	The World War.
1919	Peace of Versailles.

FRENCH AUTHORS OF NOTE

BORN	DIED	NAME	SUBJECT
1079	1142	Abélard, Pierre	Philosophy
1799	1850	Balzac, Honoré de	Fiction
1732	1799	Beaumarchais, Pierre A. C. de	Drama
1780	1857	Béranger, Pierre J. de	Poetry
1707	1788	Buffon, G. L. L.	Natural History
1768	1848	Chateaubriand, Fr. R.	Philosophy
1445	c. 1511	Commines, Philippe de	History
1798	1857	Comte, Auguste	Philosophy
1606	1684	Corneille, Pierre	Drama
1792	1867	Cousin, Victor	Metaphysics
1769	1832	Cuvier, G. L. C. F. D.	Natural History
1840	1897	Daudet, Alphonse	Fiction
1596	1650	Descartes, René	Philosophy
1713	1784	Diderot, Denis	Encyclopedia
1802	1870	Dumas, Alex.	Fiction
1824	1895	Dumas, Fils	Fiction, Drama
1651	1715	Fénelon, Fr.	Philosophy, Criticism
1821	1890	Feuillet, Octave	Fiction
1338	c. 1410	Froissart, Jean	Chronicles
1787	1874	Guizot, F. P. G.	History
1802	1885	Hugo, Victor	Fiction
1621	1695	La Fontaine, Jean de	Fables
1668	1747	Le Sage, A. R.	Fiction
1850	1893	Maupassant, Guy de	Fiction
1803	1870	Mérimée, Prosper	Fiction
1622	1673	Molière (Poquelin, J. B.)	Drama
1533	1592	Montaigne, Michel de	Essays
1623	1662	Pascal, Blaise	Philosophy
c. 1490	1553	Rabelais, Fr.	Stories
1639	1699	Racine, Jean	Drama
1823	1892	Renan, Ernest	Philosophy
1661	1741	Rollin, Charles	History
1712	1778	Rousseau, J. J.	Philosophy
1804	1869	Sainte Beuve, C. A.	Criticism
1737	1814	Saint Pierre, J. H. B. de	Fiction
1804	1876	Sand, Geo. (Mme. Dudevant)	Fiction
1626	1696	Sévigné, Mme. de	Letters
1766	1817	Staël, Mme. de	Fiction
1804	1857	Sue, Eugène	Fiction
1828	1893	Taine, H. A.	History, Criticism
1797	1877	Thiers, Louis A.	History
1805	1859	Tocqueville, A. H. C. M. C. de	Politics
1828	1905	Verne, Jules	Fiction
1694	1778	Voltaire, Fr. M. A. de	History, Philosophy
1840	1902	Zola, Emile	Fiction

WHO'S WHO IN FRANCE DURING THE WAR

Raymond Poincaré (1860), President, Jan. 17, 1913.
Aristide Briand (1862), Prime Minister, Oct. 30, 1915—March 17, 1917.
Georges Clemenceau (1841), Prime Minister, Nov. 17, 1917.
Gen. Ferdinand Foch (1851), Commander in Chief Allied Forces, 1918.
Joseph Jacques Cesare Joffre (1852), Commander at first Battle of the Marne.
Gen. Robert Georges Nivelle (1858), French Commander in Chief in latter part of 1916.
Gen. Henry Philippe Pétain (1856), Defender of Verdun, Feb.–Oct. 1916.
René Viviani (1863), Head of French Commission to United States.

CHAPTER III

CONTAINING names and addresses of the most prominent Paris Hotels, Bars, Libraries, Museums, Clubs, Theaters, Cinemas, Dance Halls, Consulates, and a word about the Paris subway (metro).

PARIS HOTELS

Amiot, opposite Gare de l'Est.
De l'Arcade, 7, rue de l'Arcade, Madeleine.
Balmoral, 23, rue de Montenotte.
Bedford, 17, rue de l'Arcade, Madeleine.
Bellevue, 39, Avenue de l'Opéra.
Bradford, 10, rue Saint-Philippe-du-Roule.
Campbell, 45, Avenue Friedland.
Castiglione, rue de Castiglione.
Chatham, 9, rue Daunou.
Claridge's Hotel, Avenue des Champs-Elysées.
Continental, rue de Castiglione and rue de Rivoli.
D'Albe, Avenue de l'Alma.
De Berri, 8, rue Frédéric Bastiat.
De Castille, 37, rue Cambon.
D'Iéna, Avenue d'Iéna.
Du Louvre, Place du Palais Royal.
Farnèse, 32, rue Hamelin.
Gallia, 63, rue Pierre-Charron.
Grand Hotel, 12, Boulevard des Capucines, Opéra.
London and New York (opposite Gare Saint-Lazare).
Lotti, 7, rue de Castiglione.
Louis-le-Grand, 3, rue Rouget-de-l'Isle (Tuileries).
Louvois, Square Louvois (rue de Richelieu).
Lutetia, 43, Boulevard Raspail.
MacMahon Palace Hotel, 39, Avenue MacMahon.
Madison, 48, rue des Petits-Champs (Avenue de l'Opéra).
Majestic, 19, Avenue Kléber.
Meurice, 228, rue de Rivoli.
Moderne, Place de la République.
Mont-Fleuri, 21, Avenue de la Grande-Armée.
Mont-Thabor, 4, rue du Mont Thabor (Place Vendôme).
Nouvel, 49, rue Lafayette.
Du Palais, 28, Cours Albert Ier.
Palais d'Orsay (adjoining Quai d'Orsay Station).
Paris-Lyon-Palace (opposite Gare de Lyon).
Plaza-Athénée, 27, Avenue Montaigne.
Régina, 2, Place de Rivoli.
Ritz, Place Vendôme.
Roblin, 6, rue Chauveau Lagarde, Madeleine.
St. James and Albany, 211, rue Saint Honoré.
Terminus Est, 5, rue de Strasbourg, near Gare de l'Est.
Terminus, Gare Saint-Lazare.
Terminus Lyon, 19, Boulevard Diderot, near Gare de Lyon.
Terminus, Gare du Nord.
Victoria Palace, 6, rue Blaise-Desgoffe, near Gare Montparnasse.
Wagram, 208, rue de Rivoli.
Westminster, 11, rue de la Paix.

AMERICAN AND ENGLISH BARS

Henry's Bar, 11 rue Volney.
Bodeeja, 234, rue de Rivoli.
Chatham, 17, rue Daunou.
Marble Arch, 15 Avenue Victor-Hugo.

LIBRARIES

Library of the Chamber of Commerce, 21, rue Notre-Dame-des-Victoires.
Library of the Conservatoire des Arts-et-Métiers, 292, rue Saint-Martin.
Library of Conservatoire de Musique, 14, rue de Madrid.
Library of the École des Beaux Arts, 14, rue Bonaparte.
Library of the École de Droit, place du Panthéon.
Library of the École de Médecine, 17, rue de l'École-de-Médecine.
Library Historique de la Ville de Paris, 29, rue de Sévigné.
Library Mazarine (at the Institute) 21, quai Conti.
Library Nationale, 58, rue Richelieu.
Library of the Opera, 2, rue Auber.
Library Sainte-Geneviève, place du Panthéon.
Library of the Université, 15, rue de la Sorbonne.

MUSEUMS IN PARIS

Archives Nationales, 60, rue des Francs-Fourgeois, except Sundays, 10 to 3 (pass).
Arts Decoratifs (Palais de l'Industrie), 10 to 4.
Balzac House, rue Raynouard.
Beaux-Arts, 14, rue Bonaparte: Sunday, 12 to 4.
Carnavalet, rue de Sévigné and rue des Francs-Bourgeois: Sunday, Thursday, 11 to 4.
Clapisson (Conservatoire de Musique), 14, rue de Madrid: Monday, Thursday, 12 to 4.
Cluny, 24, rue Sommerard: 11 to 4, except Monday.
Ennery, 59, avenue du Bois-de-Boulogne.
Galliera, rue Pierre-Carron, except Monday, 10 to 4.
Garde-Mebble National, 182, r. Université: Sunday, Thursday, 10 to 4.
Guimet, place d'Iéna: except Monday, 12 to 5.
Imprimerie Nationale, 87, rue Vieille-du-Temple: Thursday, 2, apply by letter to Director.
Manufactory of Tobacco, 63, quai d'Orsay: Thursday, 10 to 12 and 2 to 4, with Director's permission.
Museum Dupuytren (École de Medecine): 11 to 4, except Sunday, with permission Director.
Opera, pl. Garnier: except Sunday and Monday, 1 to 4.
Orfila, place de l'École de Médecine: 11 to 4, with permission.
Trocadéro, 11 to 4.
Victor Hugo's House, 6, pl, des Vosges: except Monday.

CLUBS IN PARIS

Cercle Agricole, Bd. St-Germain.
American Club, of which the American Ambassador is the Hon. President, 11, rue Scribe.
Automobile and Yacht Club, 6 place de la Concorde.
Cercle Artistique et Litteraire, 7, rue Volney.

Société Sportive de l'Ile de Puteaux in the Island of Puteaux (Bois de Boulogne).
Cercle du Bois de Boulogne, in the Bois de Boulogne.
Cercle de l'Escrime, 5, rue Volney. Fine Fencing Rooms.
Grand Cercle, 16 Bd. Montmartre (Chess, etc.).
Société de Golf de Paris, La Boulie, Versailles.
Cercle International, "Les Capucines." 6, Bd. des Capucines.
Jockey Club, 1 bis, rue Scribe; members have a special stand at the Longchamp races.
Lyceum Club, 8, rue de Pentievre. Ladies' Club and Association for the Encouragement of Letters, Arts, Sciences, etc. Interesting retrospective Art Exhibitions frequently held.
Cercle Philidor (Chess), 18, Bd. de Strasbourg.
Polo Club, Pelouse de Bagatelle, Bois de Boulogne.
Racing Club, Bois de Bologne—Athletics. Offices: 10 rue de la Chaussée d'Antin.
Cercle de la rue Royale, 1, Royale, the committee of which superintends the Auteil Races.
Sporting Club, rue Gaumartin.
Touring Club.
Travelers' Club. Hotel de la Piava. Av. des Champ-Elysées.
L'Union, 11, Bd. de la Madeleine, the diplomatic club.
Union Artistique, 5, rue Boissy-d'Anglais. This Club holds an annual public exhibition in March, of paintings and sculpture, by members of the club only.
Island Club, situated Ile des Anglais. Neuilly-sur-Sicne; entrance from Neuilly Bridge. Boating, Tennis, Billiards, Library, Reading Room. Club days: Sun, Thurs.
Standard Athletic Club. Athletic Sports, Cricket and Football, Lawn Tennis. Annual subscription 25 fr.
Stade Francais—at La Faisanderie, Park of St. Cloud. The "Champion" Athletic Club of Paris and France All sports. Football (Rugby and Association), Cricket, Hockey, Croquet, Tennis. Most successful club; fine grounds.

Operas

PLACE OF ENTERTAINMENT	ADDRESS
Opéra (The National Academy of Music)	Place de l'Opéra
Opéra-Comique	Place Boieldieu
T. Lyrique Municipal (Gaîté)	Square des Arts-et Métiers

Theaters

Albert Ier	Rue de Rocher
Apollo	20, rue de Clichy
Antoine	14, boulevard de Strasbourg
Athénée	Square de l'Opéra
Bouffes-Parisiens	2, rue Monsigny
Capucines	39, boulevard des Capucines
Châtelet	Place du Châtelet
Cluny	71, boulevard Saint-Germain
Dejazet	47, boulevard du Temple
Des Arts	78, boulevard des Batignolles
Edouard VII	Place Edouard VII
Femina	90, avenue des Champs-Elysées
Français (Comédie Française)	Place du Théâtre-Français
Grand-Guignol	20 bis, rue Chaptal
Grevin	10, boulevard Montmartre
Gymnase	38, boulevard Bonne-Nouvelle
Marigny	Avenue Marigny, Champs-Elysées

Moderne	12, boulevard Montmartre
Molière	209, faubourg Saint-Denis
Moncey	50, avenue de Clichy
Michel	40, rue des Mathurins
Nouvel-Ambigu	2, boulevard Saint-Martin
Odéon	Place de l'Opéra
Palais-Royal	38, rue Montpensier
Porte Saint-Martin	18, boulevard Saint-Martin
Réjane	15, rue Blanche
Renaissance	Boulevard Saint-Martin
Sarah-Bernhardt	Place du Châtelet
Scala	13, boulevard de Strasbourg
Trianon-Lyrique	80, boulevard Rochechouart
Variétés	7, boulevard Montmartre
Vaudeville	2, boulevard des Capucines
Folies-Dramatiques	40, rue de Bondy

Concerts

Salle Erard	13, rue du Mail
Salle Gaveau	45, rue de la Boetie
Salle Pleyel	22, rue de Rochechouart
Palais du Trocadéro	Place du Trocadéro
Palais de Glace	Rond-Point des Champs-Elysées
Salle des Agriculteurs de France	8, rue d'Athènes

Music-Halls

Alcazar	Champs-Elysées
Alhambra	50, rue de Malte
Ba-Ta-Clan	50, boulevard Voltaire
Casino de Paris	20, rue de Clichy
Concert Européen	5, rue Biot (Place Clichy)
Eldorado	4, boulevard de Strasbourg
Etoile-Palace	19, avenue de Wagram
Folies-Bergere	32, rue Richer
Gaîte-Rochechouart	Boulevard Rochechouart
Mayol	18, rue de l'Echiquier
Les Ambassadeurs	Champs-Elysées
Olympia	28, boulevard des Capucines
La Cigale	120, boulevard Rochechouart

Cabarets

La Lune Rousse	58, rue Pigalle
Les Noctambulles	7, rue Champollion
La Chaumière	36, boulevard de Clichy
La Pie qui chante	159, rue Montmartre
Le Perchoir	43, faubourg Montmartre

Various Attractions

Musée Grevin	10, boulevard Montmartre
Luna-Park	Porte-Maillot
Jardin d'Acclimatation	Bois de Boulogne
Nouveau-Cirque	251, rue Saint-Honore

Cinemas

Motion Pictures and Varieties

Aubert-Palace, 24, boulevard des Italiens.
Electric-Palace, 5, boulevard des Italiens.

Gaumont-Palace, place Clichy.
Le Colisee, avenue des Champs-Elysées.
Marivaux, 15, boulevard des Italiens.
Mogador-Palace, rue Mogador.
Pathé Palace, 32, boulevard des Italiens.

Dance Halls

Apollo, 20, rue de Clichy.
Folies-Bergere, 32, rue Richer.
Luna-Park, porte Maillot.
Palais de Glace, av. des Champs-Elysées.
Savoy Dancing Club, 25, rue Caumartin.
Scheherazade, 16, rue Faubourg-Montmartre.

Circuses

Cirque Medrano, rue des Martyrs. Varieties.
Nouveau Cirque, 251, rue Saint-Honoré. Varieties, boxing.

Consulates

American, 1, rue des Italiens.
Belgian, 20, due de Berri.
British, 6, rue Montalivet.
Holland, 59, rue Boissière.
Italian, 50, rue de Varennes.
Swiss, 51, avenue Hoche.

Paris Subway (Metro)

This subway (Metropolitan Railway, or Metro, as it is popularly called) was opened in 1900. The trains make good time and are as a rule very satisfactory. Between 5:30 A. M. and 12:30 A. M. they run about every 3 minutes. One may purchase first and second class tickets, also return tickets may be purchased at a reduced rate.

CHAPTER IV

This chapter gives information concerning customs laws with which the tourist in returning to the United States will have to deal. Those making purchases in excess of $100.00, should particularly bear this chapter in mind.

In addition an application for a passport properly made out is given.

NOTICE TO PASSENGERS

Customs Regulations That You Should Be Familiar With in Returning to America, and Especially While Making Purchases Abroad

Paragraph 709, appearing in the free list of the present tariff act, governing passengers' baggage, reads as follows:

709. "Wearing apparel, articles of personal adornment, toilet articles, and similar personal effects of persons arriving in the United States; but this exemption shall only include such articles as actually accompany and are in the use of, and as are necessary and appropriate for the wear and use of such persons, for the immediate purposes of the journey and present comfort and convenience, and shall not be

held to apply to merchandise or articles intended for other persons or for sale; PROVIDED, That in case of residents of the United States returning from abroad, all wearing apparel and other personal effects taken by them out of the United States to foreign countries shall be admitted free of duty without regard to their value, upon their identity being esablished, under appropriate rules and regulations to be prescribed by the Secretary of the Treasury, but no more than one hundred dollars in value of articles purchased abroad by such residents of the United States shall be admitted free of duty upon their return."

RESIDENTS OF THE UNITED STATES

Residents of the United States must declare all articles which have been obtained abroad by purchase or otherwise, whether used or unused, and whether on their persons, in their clothing, or in their baggage. The foreign value of each article, stated in United States money, must also be declared.

Articles taken from the United States and remodeled, repaired, or improved abroad must be declared, and the cost of such remodeling, repairing, or improving must be separately stated.

The following articles are dutiable:

Household effects, including books, pictures, furniture, tableware, table linen, bed linen, and other similar articles, unless used abroad by the owner for a period of a year or more.

Goods in the piece.

Articles of any nature intended for sale, or for other persons.

The following articles are free if under $100 in value and if necessary for comfort and convenience for the purposes of the journey, and not for sale nor for other persons:

Clothing.

Toilet articles, such as combs, brushes, soaps, shaving and manicure sets, etc.

Personal adornments, jewelry, etc.

Similar personal effects, which may include—

Cameras, canes, fishing tackle, glasses (field, opera, marine), golf sticks, guns, musical instruments, parasols, photographs, smoker's articles, steamer rugs and shawls, toys, trunks, valises, etc.

Clothing and other personal effects taken out of the United States by the passenger if not increased in value or improved in condition while abroad. If increased in value or improved in condition, they are dutiable on the cost of the repairs.

The above list of articles which are dutiable and non-dutiable are stated for the assistance of passengers and are not exhaustive. All articles are dutiable unless specifically exempted by law.

Pack in one trunk, if practicable, all dutiable articles.

Receipted bills for foreign purchases should be presented whenever possible.

Use does not exempt from duty wearing apparel or other articles obtained abroad, but such articles will be appraised at their value in the condition as imported, due allowance being made for depreciation through wear and use.

NON-RESIDENTS OF THE UNITED STATES

Non-residents of the United States are entitled to bring in free of duty, without regard to the one hundred dollars exemption, such articles as are in the nature of wearing apparel, articles of personal adornment, toilet articles and similar effects, necessary and appropriate for their wear and use for the purpose of the journey and present comfort and convenience and which are not intended for other persons or for sale.

Citizens of the United States, or persons who have at any time re-

sided in this country, shall be deemed to be residents of the United States, unless they shall have abandoned their residence in this country and acquired an actual bona fide residence in a foreign country.

Such citizens or former residents who desire the privileges granted by law to non-residents must show to the satisfaction of the collector's representative on the pier, subject to the collector's approval, that they have given up their residence in the United States and that they have become bona fide residents of a foreign country.

The residence of a wife follows that of the husband; and residence of a minor child follows that of its parents.

Goods Other Than Personal Effects

Household effects of persons or families from foreign countries will be admitted free of duty only if actually used abroad by them not less than one year, and if not intended for any other person, nor for sale. Such effects should be declared whether the passenger be a resident or a non-resident of the United States.

Articles intended for use in business, or for other persons, theatrical apparel, properties, and sceneries must be declared by passengers whether residents or non-residents.

Cigars and Cigarettes

All cigars and cigarettes must be declared. Each passenger over eighteen years of age may bring in free of duty 50 cigars or 300 cigarettes if for the bona fide use of such passenger. Such cigars and cigarettes will be in addition to the articles included within the $100 exemption.

Baggage Declarations

The law provides that every person entering the United States shall make a declaration and entry of his or her personal baggage. The law further requires that the values of articles shall be determined by custom officers, irrespective of the statements of passengers relative thereto.

It will thus be seen that there is no discourtesy in the requirement that both a declaration and an independent appraisal shall be made. Taken together, these requirements place the passenger in the same position as any other importer of merchandise.

Passengers should observe that on the sheet given them there are two forms of declaration; the one printed in black is for residents of the United States; the one in red for non-residents.

The exact number of pieces of baggage, including all trunks, valises, boxes, packages, and hand bags of any description accompanying the passenger, must be stated in the declaration.

The senior member of a family, present as a passenger, may make declaration for the entire family.

Ladies traveling alone should state the fact in their declarations in order that an expeditious examination of their baggage may be made.

When the declaration is prepared and signed, the coupon at the bottom of the form must be detached and retained by the passenger, and the form given to the officer of the ship designated to receive the same. A declaration spoiled in its preparation must not be destroyed, but turned over to the purser, who will furnish a new blank to the passenger.

After all the baggage and effects of the passenger have been landed upon the pier, the coupon which has been retained by the passenger must be presented at the inspector's desk, whereupon an inspector will be detailed to examine the baggage. Passengers must acknowledge in person, on the pier, their signature to their declaration.

Examination of any baggage may be postponed if the passenger re-

quests the officer taking his declaration to have it sent to the appraiser's store.

Passengers *must not deduct* the $100 exemption in making out their declarations. Such deductions will be made by the custom officers on the pier.

Contested Value

Passengers dissatisfied with values placed upon dutiable articles by the custom officers on the pier may demand a reëxamination, but application therefor should be immediately made to the officers there in charge. If for any reason this course is impracticable, the packages containing the articles should be left in customs custody and application for reappraisement made to the collector of customs, in writing, within ten days after the original appraisement. No request for reappraisement can be entertained after the articles have been removed from customs custody.

Miscellaneous Provisions

Currency, or certified checks, only can be accepted in payment of duties, but, upon request, baggage will be retained on the piers for twenty-four hours to enable the owner to secure currency or certified checks.

The offering of gratuities or bribes to custom officers is a violation of law. Custom officers who accept gratuities or bribes will be dismissed from the service, and all parties concerned will be liable to criminal prosecution.

Discourtesy or incivility on the part of customs officers should be reported to the collector at the custom house, to the deputy collector or the deputy surveyor at the pier, or to the Secretary of the Treasury.

Baggage for Transportation in Bond

Baggage intended for delivery at ports in the United States other than the port of arrival, or in transit through the United States to a foreign country, may be forwarded thereto without the assessment of duty at the port of arrival, by the various railroads and express companies whose representatives will be found on the pier.

Passengers desiring to have their baggage forwarded in bond should indicate such intention and state the value thereof in their declarations before any examination of the baggage has been made.

Sealskin Garments

An act of Congress of 1897, as amended in 1910, expressly forbids the importation into the United States of garments made in whole or in part of the skins of seals taken in the waters of the Pacific Ocean; and unless the owner is able to establish by competent evidence and to the satisfaction of the collector that the garments are not prohibited, they cannot be admitted.

Penalty for Not Declaring Articles Obtained Abroad

Under sections 2802 and 3082 of the revised statutes of the United States, articles obtained abroad and not declared are subject to seizure, and the passenger is liable to criminal prosecution.

James F. Curtis,
Asst. Secretary.

Treasury Dept.,
Office of the Secretary,
Washington, March 14, 1911.
Customs Cat. No. 6061.

The original and each copy of an application for a passport must have attached to it a copy of the applicant's photograph.
A loose signed photograph of the applicant must accompany the application. The photograph *must be on thin paper*, should have a light background, and be not over three inches in size.

☞This blank must be completely filled out. The legal fee of one dollar, in currency or postal money order, must accompany the application.

A woman's application must state whether she is married or not, and a married woman must state whether her husband is a native citizen.

The rules should be carefully read before mailing the application to the Department of State, Division of Passport Control, Washington, D. C.

[EDITION OF 1919.]
[FORM FOR NATIVE CITIZEN.]

No. .....
Issued .....

UNITED STATES OF AMERICA

STATE OF MARYLAND }
COUNTY OF CAROLINE } *ss.*

I, MARY DOE, a NATIVE AND LOYAL CITIZEN OF THE UNITED STATES, hereby apply to the Department of State, at Washington, for a passport.

.....,.....

.....,.....

I solemnly swear that I was born at *Denton*, in the State of *Maryland*, on or about the *6th* day of *January*, *1895*; * that my father *Richard Doe*, was born in *New York*, *N. Y.*, and is now residing at *Baltimore*, *Maryland*. that I have resided outside the United States at the following places for the following periods:

....., from ..... to .....
....., from ..... to .....

and that I am domiciled in the United States, my permanent residence being at *Denton*, in the State of *Maryland*, where I follow the occupation of *school teacher*. My last passport was obtained from *Department of State*, on *January 2, 1918*, and was *canceled upon my return*. I am about to go abroad temporarily; and I intend to return to the United States within *six* months with the purpose of residing and performing the duties of citizenship therein; and I desire a passport for use in visiting the countries hereinafter named for the following purpose:

(Disposition of passport.)

England Switzerland	*Tourist*
(Name of country.)	(Object of visit.)
France Belgium	.....
(Name of country.)	(Object of visit.)
Italy Holland	.....
(Name of country.)	(Object of visit.)

I intend to leave the United States from the port of *New York*, *N. Y.*, (Port of departure.)
sailing on board the *S. S. Mauretania* on *July 4*, 1920.
(Name of vessel.) (Date of departure.)

OATH OF ALLEGIANCE

Further, I do solemnly swear that I will support and defend the Constitution of the United States against all enemies, foreign and domestic; that I will bear

true faith and allegiance to the same; and that I take this obligation freely, without any mental reservation or purpose of evasion: So help me God.

MARY DOE.
(Signaure of applicant.)

Sworn to before me this *7th* day of *June*, 1920.

[SEAL OF COURT.]

JAMES BROWN,
Clerk of the U. S. District Court at Baltimore, Md.

* A person born in the United States should submit a birth certificate with his application, or if the birth was not officially recorded, affidavits from the attending physician, parents, or other persons having actual knowledge of the birth.

† If the applicant's father was born in this country, lines should be drawn through the blanks in brackets.

[OVER.]

DESCRIPTION OF APPLICANT

Age: 25 years.
Stature: 5 feet, 6 inches, Eng.
Forehead: low (high or medium)
Eyes: blue (brown or gray)
Nose: straight (or Roman)
Mouth: small (large or medium)
Chin: round (oval, pointed or prominent)
Hair: brown (black or gray)
Complexion: dark (fair or sallow)
Face: oval (round or rectangular)
Distinguishing marks (Place here any scars, birth marks, etc.)

IDENTIFICATION

7th June, 1920.

I, *William Anderson*, solemnly swear that I am a native citizen of the United States; that I reside at *Denton, Md.*; that I have known the above-named *Mary Doe* personally for *two* years and know her to be a native citizen of the United States; and that the facts stated in her affidavit are true to the best of my knowledge and belief.

WILLIAM ANDERSON,
Merchant,
(Occupation.)
128 Gay St., Denton, Md.
(Address of witness.)

Sworn to before me this *7th* day of *June*, 1920.

[SEAL.] JAMES BROWN
Clerk of the U. S. District Court at Baltimore, Md.

Applicant desires passport to be sent to the following address:
250 Main Street,
Denton, Md.

A signed duplicate of the photograph to be attached hereto must be sent to the Department with the application, to be affixed to the passport with an impression of the Department's seal.

One photograph of the applicant must be pasted in this space by the Clerk of Court or the Department's Agent who takes the application, and the seal of the Court or the Agent must be impressed on the photograph so as partly to cover one side, but not the face.

CHAPTER V

This chapter gives the salient features of the Metric System as compared with our units of weights and measures. It also gives postal rates from various countries in Europe to the United States and the distances between important places.

METRIC SYSTEM

A meter=39.37 inches

In 1790, a committee of savants in Paris was directed to evolve a scientific system of weights and measures to replace the cumbersome and troublesome system then in use and which corresponded with our system in America to-day. The metric system was the result. By dividing the distance from the pole to the equator into 10,000,000 parts, it was found that one of these parts made a unit that was convenient and practicable for daily use. This unit was called a meter (39.37 inches).

It was decided to have all multiples named by Greek decimals (for instance, a meter $\times$ 100 = a "Hectometer") and all fractions by Latin decimals (for instance, $\frac{\text{meter}}{100}$ = a "Centimeter").

UNITS OF WEIGHT AND MEASURE

The fundamental unit of the metric system is the meter, the unit of length. From this the units of capacity (liter) and of weight (gram) were derived. All other units are the decimal subdivisions or multiples of these. These three units are simply related, e. g., for all practical purposes 1 cubic decimeter equals 1 liter and 1 liter of weight weighs 1 kilogram. The metric tables are formed by combining the words "meter," "gram," and "liter" with the six numerical prefixes, as in the following tables:

Prefixes	*Meaning*		*Units*
milli-	= one-thousandth	.001	"meter" for length
centi-	= one-hundredth	.01	"gram" for weight
deci-	= one-tenth	.1	or mass
Unit	= one	1	"liter"
deka-	= ten	10	for
hecto-	= one hundred	100	capacity
kilo-	= one thousand	1000	

All lengths, areas, and cubic measures in the following tables are derived from the international meter, the legal equivalent being 1 meter = 39.37 inches (law of July 28, 1866). In 1893 the United States Office of Standard Weights and Measures was authorized to derive the yard from the meter, using for the purpose the relation legalized in 1866, 1 yard = $\frac{3600}{3937}$ meter. The customary weights are likewise referred to the kilogram (Executive order approved April 5, 1893). This action fixed the values, inasmuch as the reference standards are as perfect and unalterable as it is possible for human skill to make them at this time. All capacities are based on the equivalent 1 liter equals 1.000027 cubic decimeters. The decimeter is equal to 3.937 inches in accordance with the legal equivalent of the meter given above. The gallon referred to in the tables is the United States gallon of 231 cubic inches. The bushel is the United States bushel of 2,150.42 cubic inches. These units must not be confused

with the British units of the same name, which differ from those used in the United States. The British gallon is approximately 20 per cent larger and the British bushel 3 per cent larger than the corresponding units used in this country. The customary weights derived from the international kilogram are based on the value of 1 avoirdupois pound = 453.5924277 grams. The value of the troy pound is based upon the relation just mentioned and also the equivalent 5760–7000 avoirdupois pounds equals 1 troy pound.

A yard is a unit of length equivalent to $^{3600}/_{3937}$ of a meter. Multiples and submultiples:

1 kilometer—1000 meters = 1094 yards
1 hectometer—100 meters = 109.4 yards
1 dekameter—10 meters = 10.94 yards
1 decimeter—0.1 meter = .1094 of a yard
1 centimeter—0.01 meter = .01094 of a yard
1 millimeter—0.001 meter—0.1 centimeter
1 micron—0.000001 meter—0.001 millimeter
1 millimicron—0.000000001 meter—0.001 micron
1 foot—⅓ yard—$^{1200}/_{3937}$ meter
1 inch—$\frac{1}{36}$ yard—$\frac{1}{12}$ foot—$^{100}/_{3937}$ meter
1 link—0.22 yard—7.92 inches
1 rod—5½ yards—16½ feet
1 chain—22 yards—100 links—66 feet—4 rods
1 furlong—220 yards—40 rods—10 chains
1 statute mile—1760 yards—5280 feet—320 rods
1 hand—4 inches
1 point—$\frac{1}{72}$ inch
1 mil—0.001 inch
1 fathom—6 feet
1 span—9 inches—⅛ fathom
1 sea mile = 1.151553 statute miles
1 geographical mile = 1853.249 meters

On board ship one hears the sailors and others talking about knots. Notices are published on the ship's bulletin boards telling of knots. What is a knot?

A knot is 6082.66 feet, or
A knot is 1.151 miles.

The American equivalents of the French weights and measures are given approximately.

Kilogramme, unit of weight,= 2⅕ lbs. avoirdupois = 2$\frac{7}{10}$ lbs. troy.
Quintal = 10 myriagrammes = 10 décagrammes = 200 lbs.
Hectogramme ($\frac{1}{10}$ kilogramme) = 10 décagrammes = 100 gr.= 1000 décigrammes (100 grammes = 3⅕ oz.; 15 gr.= ½ oz.; 10 gr.= ⅓ oz.; 7½ gr.= ¼ oz.

Hectolitre = $\frac{1}{10}$ cubic mètre = 100 litres = 22 gal.
Decalitre = $\frac{1}{100}$ cubic mètres = 10 litres = 2⅕ gals.
Litre, unit of capacity,= 1¾ pint; 8 litres = 7 qts.

RATE OF POSTAGE IN CERTAIN FOREIGN COUNTRIES ON ARTICLES SENT TO THE UNITED STATES

(5 centimes, French currency, are the equivalent of 1 cent, United States money, when the rate of exchange is normal)

In the countries and colonies marked (1) the weight-unit is one ounce. In countries and colonies marked (2) the weight-unit is twenty grams or about ¾ ounce. In countries and colonies marked (3) the weight-unit is fifteen grams or about ½ ounce. In countries and colonies marked (4) the weight-unit is two ounces.

The rate for a reply-paid (double) card is double the rate named in this column.

Countries	Letter weight for the first weight-unit	For each additional unit	Single postal cards, each		Other articles, per 50 grams, equal to 2 oz.		Charge for Registration	Charge for Return-receipt
	Currency of Country centimes	Currency of Country	Currency of Country centimes		Currency of Country centimes			
Austria	25 heller	15 heller (2)	10 heller	10	5 heller	5	25 heller	25 heller
Belgium	25 centimes	15 centimes (2)	10 centimes	10	5 centimes	5	25 centimes	25 centimes
Bulgaria	25 stotinki	15 stotinki (2)	10 stotinki	10	5 stotinki	5	25 stotinki	25 stotinki
Denmark	20 ore	10 ore (2)	10 ore	10	5 ore	5	15 ore	20 ore
Egypt	10 miliemes	6 miliemes (2)	4 miliemes	10	2 miliemes	5	10 miliemes	10 miliemes
France and Colonies	25 centimes	15 centimes (2)	10 centimes	10	5 centimes		25 centimes	10 centimes
Germany	20 pfennig	10 pfennig (2)	10 pfennig	10	5 pfennig	5	20 pfennig	20 pfennig
Great Britain	1½ pence	1 penny (1)	1 penny	10	½ penny	5	2 pence	2½ pence
Greece	25 lepta	25 lepta (2)	10 lepta	10	5 lepta	5	25 lepta	20 lepta
Hungary	25 filler	15 filler (2)	10 filler	10	5 filler	5	25 filler	25 filler
Italy and Colony of Eritea	25 centesimi	25 centisimi (3)	10 centisimi	10	5 centesimi	5	25 centesimi	25 centesimi
Luxemburg	25 centimes	15 centimes (2)	10 centimes	10	5 centimes	5	25 centimes	25 centimes
Netherlands	12½ cts., Dutch.	7½ cents (2)	5 cents Dutch	10	2½ cents Dutch	5	10 cts. Dutch	10 cents Dutch
Norway	20 ore	10 ore (2)	10 ore	10	5 ore	5	20 ore	20 ore
Portugal, including the Azores and Madeira Islands	7½ centavos	4½ centavos (2)	3 centavos	10	1½ centavos	5	5 centavos	7½ centavos
Roumania	25 bani	15 bani (2)	10 bani	10	5 bani	5	25 bani	25 bani
Serbia	25 paras	15 paras (2)	10 paras	10	5 paras	5	25 paras	25 paras
Spain	25 centimos	15 centimos (2)	10 centimos	10	5 centimos	5	25 centimos	10 centimos
Sweden	20 ore	10 ore (2)	10 ore	10	5 ore	5	15 ore	10 ore
Switzerland	25 centimes	15 centimes (2)	10 centimes		5 centimes		25 centimes	25 centimes
Turkey	50 paras	30 paras (2)	20 paras	10	10 paras	5	50 paras	50 paras

DISTANCES BETWEEN EUROPEAN CITIES

These were the mail train route distances before the outbreak of the war. Many of the direct routes were cut off during hostilities. The airline distances, used by aviators, are, on the average, from three quarters to four fifths the railroad distances.

																		London
																		Liverpool 202
																	Paris 489	287
																Madrid 908	1397	1195
															Lisbon 415	1323	1812	1610
														Antwerp 1530	1119	211	472	270
													Hamburg 412	1804	1495	587	859	657
												Berlin 178	497	1889	1582	674	948	746
											Berne 611	678	460	1602	1183	359	848	646
										Turin 297	837	839	719	1506	1073	500	989	787
									Vienna 720	535	427	605	727	2157	1668	849	1182	980
								Munich 266	470	295	401	579	522	1897	1477	582	970	768
							Rome 647	840	414	639	1048	1180	1033	1746	1223	907	1397	1195
						Trieste 510	487	370	391	533	888	1066	1009	1828	1416	863	1352	1150
					Warsaw 806	1276	702	436	1156	1021	398	576	895	2593	1925	1067	1557	1135
				Constantinople 1205	1725	2138	1564	1298	2018	1883	1699	1903	2025	3345	2718	1899	2232	2030
			Odessa 363	842	1330	1800	1226	960	1680	1545	1240	1418	1737	3117	2625	1760	2119	1917
		Moscow 950	1339	811	1617	2087	1513	1247	1967	1832	1209	1387	1706	3414	2904	1843	2117	1915
	Petrograd 406	1356	1733	693	1769	2239	1395	399	2119	1714	1091	1269	1588	3286	2874	1699	1976	1774
Stockholm 430	836	1510	2408	1082	1171	1731	1084	1110	1337	1176	685	580	993	2384	1972	1219	1491	1289
Copenhagen 416	846	1252	1510	1510	668	1067	1318	671	697	1047	885	270	208	620	2012	1600	812	1181	979

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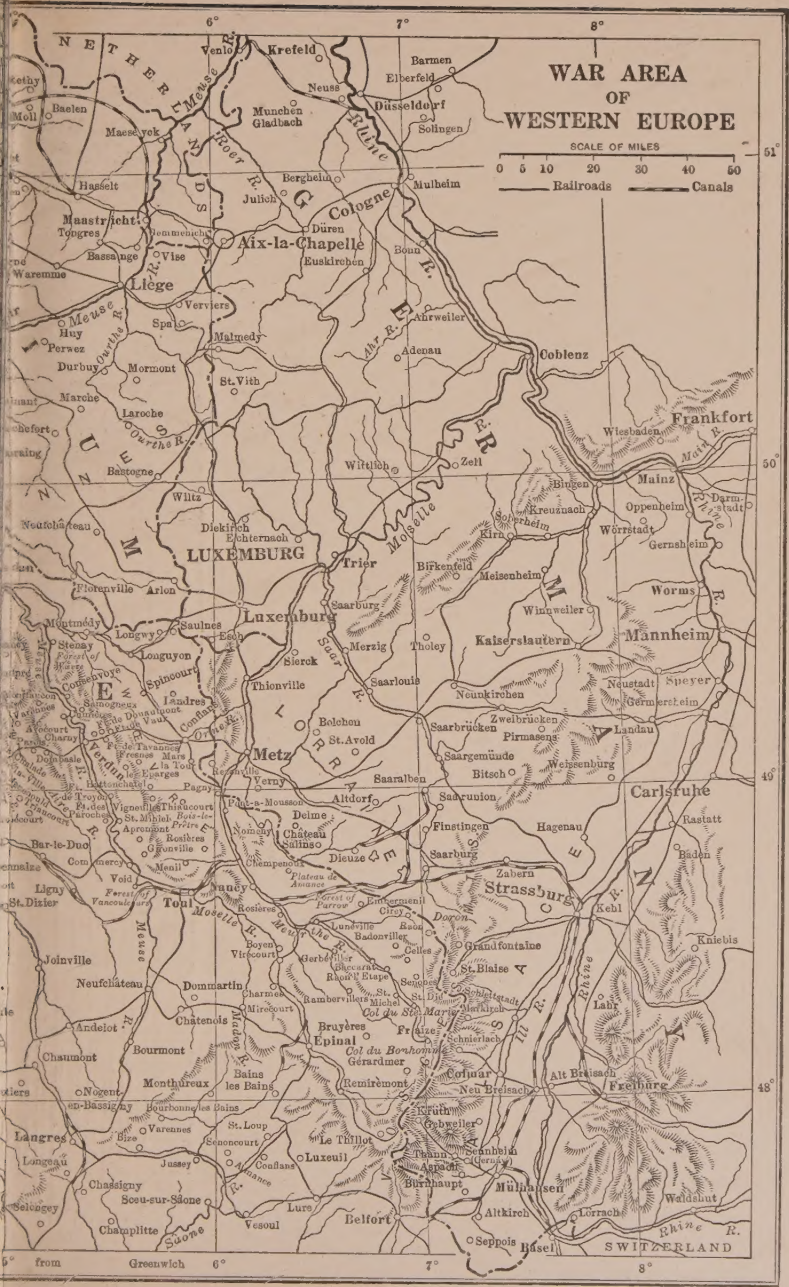
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Perwez
Malmedy
Ahr R.
Ahrweiler
Adenau
Coblenz
Durbuy
Mormont
St. Vith
Marche
Laroche
Ourthe R.
Bastogne
Wiltlich
Zell
Wiesbaden
Frankfort
Main R.
Bingen
Mainz
Oppenheim
Darmstadt
Kreuznach
Worrstadt
Gernsheim
Neufchateau
Wiltz
Diekirch
Echternach
LUXEMBURG
Trier
Moselle R.
Kirn
Birkenfeld
Meisenheim
Florenville
Arlon
Worms
Montmedy
Longwy
Saulnes
Luxemburg
Saarburg
Merzig
Tholey
Kaiserslautern
Winnweiler
Mannheim
Stenay
Longuyon
Spincourt
Sierck
Saar R.
Thionville
Saarlouis
Neunkirchen
Neustadt
Speyer
Landres
Conflans
Bolchen
Zweibrücken
Germersheim
Saarbrücken
Pirmasens
Landau
St. Avold
Metz
Saargemünde
Saaralben
Bitsch
Weissenburg
Carlsruhe
Rastatt
Altdorf
Saarunion
Hagenau
Finstingen
Delme
Chateau Salins
Dieuze
Saarburg
Baden
Bar-le-Duc
Commercy
Void
Meuse R.
Toul
Nancy
Zabern
Strassburg
Kehl
Rhine R.
Knielbis
Joinville
Neufchateau
Dommartin
Charmes
Mirecourt
Rambervillers
Schlettstadt
Lahr
Andelot
Chatenois
Bruyères
Epinal
Col du Bonhomme
Gérardmer
Schnierlach
Bourmont
Chaumont
Monthureux
Bains les Bains
Remiremont
Colmar
Alt Breisach
Freiburg
Nogent-en-Bassigny
Bourbonne les Bains
Neu Breisach
Langres
Varennes
St. Loup
Bize
Luxeuil
Le Thillot
Gebweiler
Sennheim
Thann
Altkirch
Lörrach
Waldshut
Selongey
Soeu-sur-Saône
Champlitte
Lure
Vesoul
Belfort
Seppois
Basel
SWITZERLAND
Rhine R.
from Greenwich